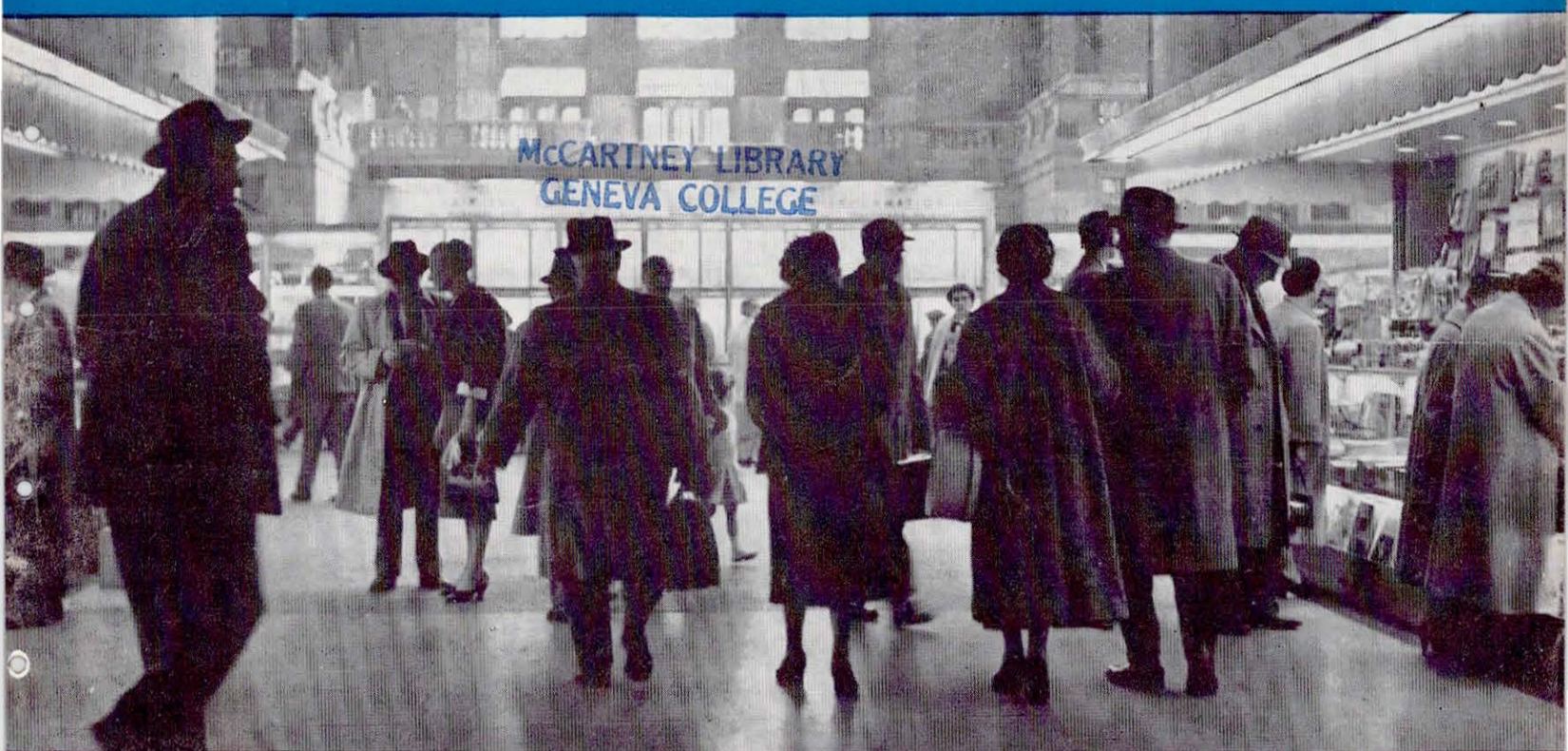
Why Arkansas Kept Its Full Crew Law

December 1, 1958

RAILWAY AGE *weekly*



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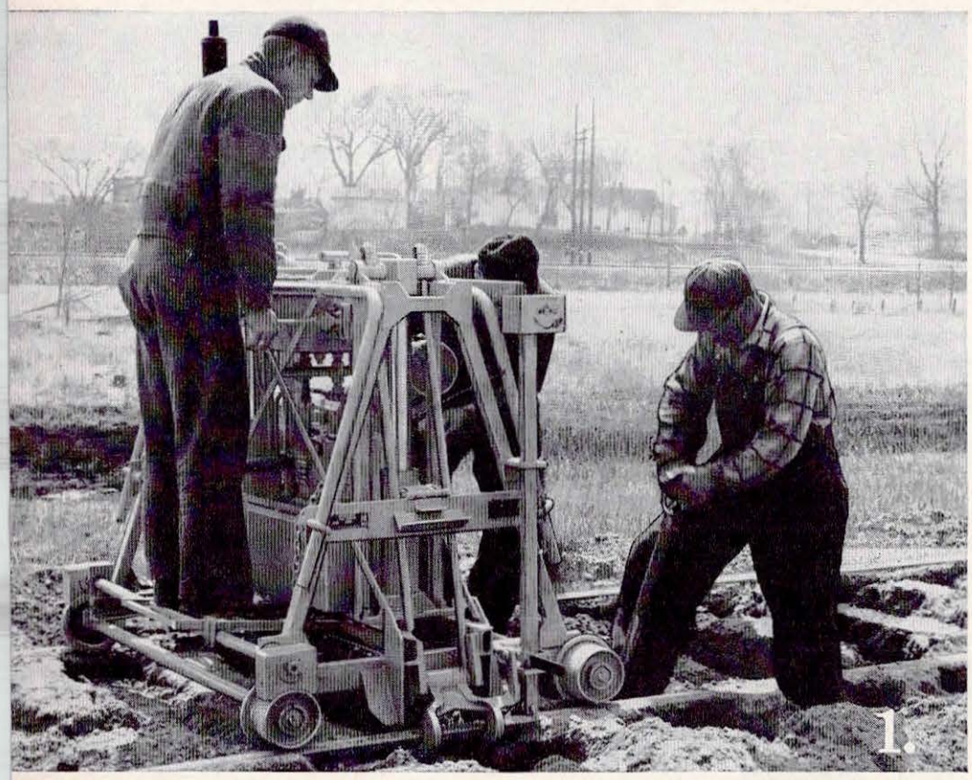

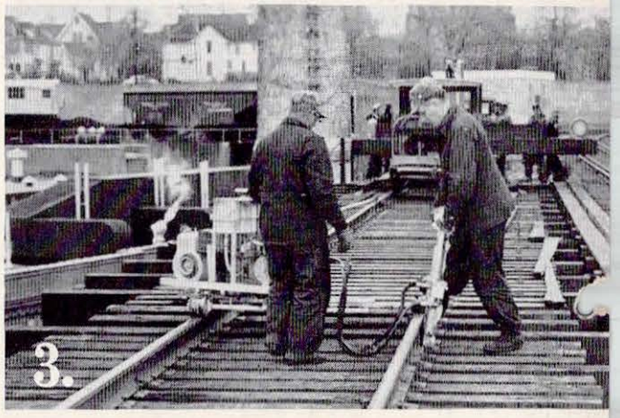

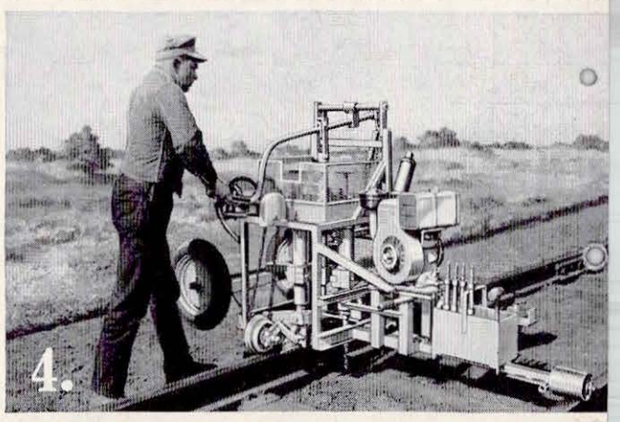

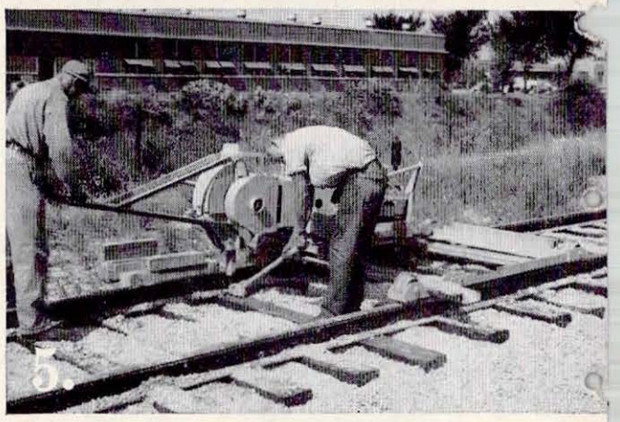

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RAILWAY AGE *weekly* December 1, 1958 • Vol. 145, No. 22

Week at a Glance

Departments

Current Questions 32
Freight Car Loadings 39
Freight Operating Statistics 36
New Equipment 39
New Products Report 38
People in the News 41
Railroading After Hours ... 25
Railway Market 39
Supply Trade 39
The Action Page 46
This Month 42
Watching Washington 10
You Ought to Know 44

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NIT League backs waterway tolls ..... p. 8

Shippers at annual convention endorse the "principle" of user charges on inland waterways; vote to participate in the "paint case" involving "incentive" rates; approve "in principle" the proposed single-agency plan for small shipments.

Court rules against union shop p.10

A Georgia federal judge has held that employees of non-operating railway unions can't be forced to pay union dues that will be used for political purposes. The five-year-old case now appears headed for the U. S. Supreme Court for a final decision.

Passenger business—recession dip is slight in the west p.16

The potential for a profitable passenger volume seems to exist. How can the potential be realized? Here's the first of a Railway Age series on the present-day passenger story.

Why Arkansas kept its full-crew law p.24

Effective advertising won the fight for the unions, says one on-the-scene observer. Basic to the railroad defeat was their failure to show how repeal of the law would benefit the people.

Budd's 'Frate-Brake' satisfactory, says the SP p.28

The road's report was based on tests conducted earlier this year. A second series of tests is under way. The new brake is based on the fundamentals of Budd's passenger-car disc brake.

NH asks $1.9-million in N. Y. aid p.40

New York City and three neighboring counties will lose their New Haven commuter service if they don't help the line meet half of its deficit, President Alpert warns.

Harris chides ICC on rate rule p.42

The chairman of the House Interstate and Foreign Commerce Committee thinks Commission members may have spoken out of turn in suggesting that the Transportation Act of 1958 didn't really say anything new about rate-making. The subject came up at hearings of the legislative oversight subcommittee, also headed by Mr. Harris.

The Action Page—Nobody's subsidizing the railroad p.46

The $900,000 the New Haven's getting to help keep its Old Colony line running out of Boston may be, as some say, a "subsidy"—but it's a subsidy to commuters, not to the railroad. The New Haven is still bearing half of the deficit. The fact is that commuter service everywhere is being subsidized—not by the government but by the railroads that have to provide it at a loss.

Chevrolet's new El Camino combines fresh beauty with a husky pickup box that's 76¼" long, 64¼" wide.

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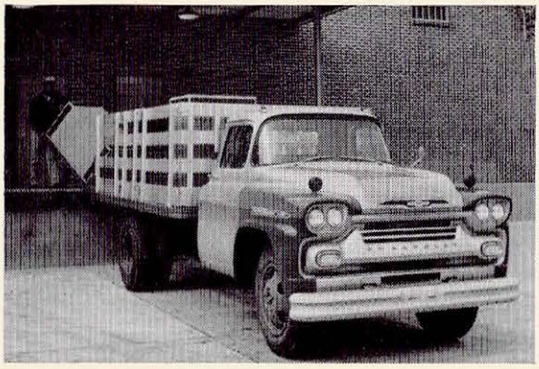

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Week at a Glance CONT.

Current Statistics

Operating revenues, nine months	
1958	$7,012,303,984
1957	7,920,664,893
Operating expenses, nine months	
1958	5,612,987,864
1957	6,188,806,448
Taxes, nine months	
1958	686,238,403
1957	828,306,291
Net railway operating income, nine months	
1958	487,759,288
1957	699,669,837
Net income estimated eight months	
1958	354,000,000
1957	540,000,000
Average price 20 railroad stocks	
Nov. 25, 1958	100.00
Nov. 26, 1957	65.64
Carloadings revenue freight	
Forty-six weeks, 1958	26,861,765
Forty-six weeks, 1957	32,092,775
Average daily freight car surplus	
Wk. ended Nov. 15, 1958	14,043
Wk. ended Nov. 16, 1957	19,032
Average daily freight car shortage	
Wk. ended Nov. 15, 1958	1,549
Wk. ended Nov. 16, 1957	218
Freight cars on order	
November 1, 1958	23,670
November 1, 1957	65,718
Freight cars delivered	
Ten months, 1958	36,255
Ten months, 1957	84,639

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Short and Significant

Constitutionality of the 1958 Transportation Act . . .

was upheld by a federal court in New Jersey last week. The issue: efforts of the New York Central and Erie to discontinue Hudson River ferry service between New Jersey and New York City. New Jersey contended the new Transportation Act, under which the ICC permitted the discontinuance, was unconstitutional, won a temporary stay. Last week's decision dissolved the stay—but New Jersey was expected to seek another pending an appeal to the U.S. Supreme Court.

Full-crew law repeal . . .

is shaping up—again—as a major issue in Indiana, where six-man crews must be employed on freight trains of 70 or more cars. The railroads have been within reach of repeal before, but never quite managed to go the route. The outlook for repeal in the 1959 legislative session: only fair.

A 5 per cent passenger fare increase . . .

effective Jan. 1 is being sought by twelve western railroads. The increase, first in the West since Jan. 1, 1957, would apply to basic one-way and station-to-station round-trip coach fares, with exceptions in certain cases where the full 5 per cent won't be applied because of competitive conditions.

Authority to drop passenger service . . .

may be requested by the Lehigh Valley. The road is studying its passenger-service deficits to determine whether it should ask the ICC for permission to discontinue all its passenger trains. The deficits, says C. A. Major, LV president, are so huge as to endanger the solvency of the company and impair its ability to maintain its property. The road operates three passenger trains a day between New York City and Buffalo at a "fully-allocated" loss of $13,000 a day.

Replacements will be needed . . .

for Monon's president (Warren W. Brown) and two of the road's three vice presidents. Mr. Brown has resigned, will take an executive level post with Western Pacific in Chicago. C. E. Ragland, vice president—traffic, is going to the New Haven as assistant vice president—traffic (RA, Nov. 23, p. 7). And H. C. Greer, vice president—finance, is retiring.

Canada's railways will get their rate increase . . .

and the non-ops will get their 14-cent-an-hour package wage increase. The Cabinet upheld the 17 per cent freight rate hike awarded the railways by the Board of Transport Commissioners, although the acting prime minister noted that the increase was "not in accord with the government's long-range plans." Provincial protests were turned aside because of the danger of a nation-wide rail strike, it was indicated.

NIT League Backs Waterway Tolls

Shippers also vote to participate in "paint case"; approve "principle" of single agency for small shipments; ask better car supply; agree to study TOFC and forwarder volume rates.

► **The Story at a Glance: After long years of debate, the National Industrial Traffic League has implemented its historic anti-subsidy policy by endorsing the "principle" of user charges on inland waterways.**

In other actions of special significance to railroads, the League voted to participate in the so-called "paint case" (I&S 7027). It approved, also "in principle," the proposal for a single agency to handle all "small shipments." It agreed to study new piggyback and freight forwarder volume rates, and to take part in any public hearings held under Senate Resolution 303. It "recorded serious doubt" of the wisdom of incentive per diem charges, but expressed continuing concern over the nation's freight car supply.

Meeting at New York November 20-21 for its 51st annual convention, the National Industrial Traffic League adopted a number of proposals which reflect shipper concern for establishment or preservation of what the League regards as sound transportation principles—especially as such principles relate to recent actual or proposed innovations in transport rates or services.

"Paint Case"—The League voted, for example, to "participate" in I&S 7027—the pilot case in which the Interstate Commerce Commission is investigating "incentive" rates on paint recently filed by Eastern railroads as a result of traffic research activity begun in 1957. But its participation, initially, at least, will not be for or against any particular level of rates. It will be solely "in protection of the sound principles which the League adopted some years ago, and which were embodied in the original report of the Smathers Committee on this subject."

Small Shipments—Similarly the League approved the proposed single-agency plan for small shipments, but "in principle" only. Its approval was "not a blanket, unqualified endorsement," and was extended "only within the framework of other League policies." Even this limited backing was further circumscribed by provisos that any single-agency plan: (1) should be neither monopolistic nor exclusive; and (2) should not involve the federal government in actually furnishing transportation.

Waterway Tolls—The League endorsed "the principle that users of waterways and waterway facilities, created, improved and maintained by public funds for navigation purposes, should pay a reasonable user charge, determined by appropriate authority, and reflecting the extent and character of use made or the benefits derived."

This endorsement was predicated on a reaffirmation — described also as "a strengthening and updating" — of the League's previously formulated policy "that government should not subsidize transportation agencies except during the development period," and that subsidies, when provided, "should be separated from transportation charges."

The toll endorsement, on the other hand, was qualified by the statement that, "in determination of waterway user charges, the following factors should be taken into consideration:

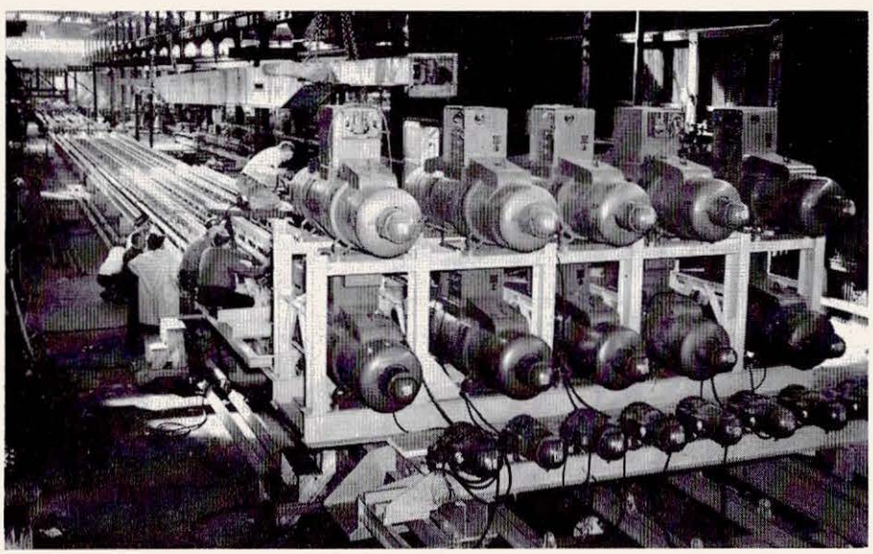
"(a) That each waterway or section thereof be treated separately, and not be required to carry part of the burden of a more costly project;

"(b) The effect of such user charges on movement of traffic, or navigation use, of an established waterway, specific industries, and particular sections of the country; and

"(c) The established policy of governments with respect to improvement and maintenance of shipways and harbors of ocean ports, recognized as the function of government for military as well as commercial purposes, and the harbors and channels of the Great Lakes."

The League's basic policy of opposing non-developmental subsidies extends also to highway and air transportation. The 1958 meeting, however, recommended only that "the measure and application of any user charges for highways, airports and airways should be the subject of continuing study by the various League committees involved."

TOFC and Forwarder Rates—Committee reports and floor debate both reflected



Piggyback Flatcars: By the Dozen

Twelve piggyback flats a day are rolling off this new welding jig—the world's largest—installed by Pullman-Standard at Butler, Pa. The jig is designed exclusively for the fabrication of 85-ft piggyback flatcars. The 385-ft jig has 20 welding heads and can make 10 welds simultaneously. It can handle four positions in the fabrication of the cars. P-S recently turned out the first of 462 for Trailer Train, Union Pacific and North American Car Corp.

a high degree of interest in new piggyback services and rates, and in use thereof by freight forwarders. Confronted with a choice of three policy proposals, the League finally voted "to participate in one or more leading cases involving (a) freight forwarder volume rates, taking the position in favor of the right under existing law and economic desirability of the freight forwarders to establish volume rates; and (b) rail TOFC rates: taking the position that such rates, as well as all-commodity rates and other rates, charges and privileges of rail or motor carriers, applied on freight forwarder traffic should be so provided in tariffs that they will be fair and reasonable and readily available to all shippers."

The general subject of TOFC and forwarder volume rates was dealt with by the League's Special Committee on Transportation Outlook and Policy, headed by A. H. Schwietert. This committee, in its report, said "TOFC development has and will result in economies and improvements in service. Experiments and variations thereof should be encouraged."

It went on, however, to state the belief that "TOFC rates of physical carriers should be in fact as well as in form open to all shippers under reasonable conditions. If such rates, though so open in form, in reality are available only to regulated forwarders, they should be condemned. Such are in effect contract rates between underlying rail carriers and forwarders—by subterfuge."

"TOFC rates contemplating the furnishing of a flatcar by the shipper [Plan IV] are inherently suspect," the report added, "because of the inability of many shippers, particularly small shippers, to acquire and use the necessary equipment" without "the unnecessary intermediary" of a car pooling or leasing agency.

The committee also expressed the opinion that "limitation on number or weight of commodities inevitably operates to restrict general availability of such rates to all shippers." It conceded that "some restriction may be necessary to prevent breakdown of the closed car rate structure," but went on to declare that "if the actual effect of restriction is to limit the use of the TOFC rate to the freight forwarder, and to close it to other shippers generally, the result is but a contract basis by subterfuge and should be condemned."

Car Supply—The League's Car Service Committee (C. H. Vescelius, chairman) reported "strong feeling that any upsurge in business will be accompanied by a car shortage of some magnitude." Accordingly, the League adopted the committee's recommendation, that: "The Association of American Railroads be advised of League concern for present poor condition of equipment as evidenced by bad order statistics." Included in the same vote was a request that "AAR members take steps to anticipate business conditions" in order to insure adequate car supply.

The League likewise supported the same

(Continued on page 40)

PURCHASING PROSPECTS are discussed by panel moderated by RPI President Holcombe Parkes, center. Left to right are H. E. Warren; J. S. Fair, Jr.; C. T. Crumrine; V. E. McCoy; C. F. Bayer, and H. M. Hoffmeister.

RR Purchases May Rise in 1959

Six top railroad purchasing agents think the industry's purchases next year may top those of 1958. The agents were members of a panel at the recent New York annual meeting of the Railway Progress Institute.

On the panel were H. E. Warren, vice president, purchasing, GM&O; J. S. Fair, Jr., general purchasing agent, PRR; C. T. Crumrine, director of purchases and stores, C&NW; V. E. McCoy, chief purchasing officer, Milwaukee; C. F. Bayer, manager purchases and stores, DL&W; and H. M. Hoffmeister, general purchasing agent, MoPac. The general purpose of the conference was to gain some insight into what lies ahead in the way of railroad buying for 1959 and the remainder of 1958.

RPI President Holcombe Parkes, acting as moderator, asked: "What, in your opinion, is the overall outlook for the foreseeable future—the remainder of 1958 and 1959?"

Mr. Hoffmeister, responding to the question, said the remainder of 1958 looks good. "The year," he said, "will turn out to our liking," and the benefits might well carry over into 1959. As he sees it, 1959 will see no less spending than '58.

Pointing out that the suppliers are just as "expert" as purchasing agents, in predicting what lies ahead, Mr. Bayer noted that the national economy is hard to figure out. The railway suppliers' business will continue to improve—but very slowly—through 1959 and the rest of 1958.

The Milwaukee, Mr. McCoy said, looks forward with "a good deal of confidence" to the coming year. The road, he said, would operate on a budget that might be a little higher than in 1958, buying "some" cars and, perhaps, further improving its maintenance programs.

Mr. Warren noted that a trend of optimism now exists that was completely lacking two or three months ago. In the South, he said, business has shown a nice increase. His road, consequently, is optimistic for 1959. "Many inventories are now under control," he pointed out. "Some of us have to buy."

"You can't seem to get discouraged opinions anywhere," noted the Pennsylvania's Mr. Fair. Everyone, he said, sees a recovery ahead. "It had better be slow," he added, "or we'll be in real trouble—especially in car supply."

"We are reasonably optimistic about 1959," noted Mr. Crumrine. He pointed out that the North Western had enjoyed a good October. The road is looking toward some increase in revenue in 1959. Ore haulage in the Midwest should be reasonably heavy. In agriculture, he said, the North Western looks for a 12 or 15 per cent increase. The road's inventory liquidation program is nearing its end. "Thus, we'll have to resume buying."

The second question asked the panel was what the suppliers, the RPI, and joint railroad-supplier cooperation could do to prevent so-called "peak-and-valley" buying. Mr. Fair said railroads don't like the feast-or-famine situation any more than suppliers do. Railroads, he noted, don't have the fluidity to move with the national economy like other industries.

What is badly needed, Mr. Hoffmeister pointed out, is a regulated 12-month budget planned ahead for each year's buying program.

Mr. Bayer noted that many roads hold off ordering until the spring of each year. This situation, he explained, is the railroads' own fault—"one we alone can correct."

Mr. Crumrine said a "concentrated" program of inventory control has been carried out on the North Western. Other roads, too, he pointed out, have been taking a closer look at their inventories and utilizing the modern accounting equipment now available for such purposes.

Court Rules Against Union Shop

Georgia decision raps use of non-op union funds for political purposes, says employees can't be forced to contribute.

► **The Story at a Glance: A Georgia court has ruled that a railroad worker can't be forced to pay dues to a union that will use the money for political purposes.**

The court's ruling against the union shop requirements of 15 non-op railway labor unions appears headed for the U. S. Supreme Court. Two years ago the high court upheld the union shop—but with reservations.

Georgia's so-called "Looper Case" has been closely watched by both labor and management since it was first filed in 1953—challenging the legality of railroad union shops authorized by a 1951 amendment to the Railway Labor Act.

Nancy M. Looper and five other employees sued 15 non-operating unions and the Southern Railway in an effort to upset union shop contracts. Their contention: they didn't want to pay dues to support candidates and ideologies they opposed.

Georgia Superior Court Judge Oscar L. Long dismissed the "Looper Case" following a U. S. Supreme Court ruling, in 1953, holding that the union-shop amendment to the Railway Labor Act was legal. In upholding the amendment, however, the Supreme Court said it reserved judgment on the union shop if it could be established that dues were used for purposes "not germane to collective bargaining."

The court added:

"If other conditions are imposed, or if the exaction of dues, initiation fees or assessments is used as a cover for forcing ideological conformity or other action in contravention of the First Amendment, this judgment will not prejudice the decision in that case. For we pass narrowly on Sec. 2, Eleventh, of the Railway Labor Act. We only hold that the requirement for financial support of the collective-bargaining agency by all who receive the benefits of its work is within the power of Congress under the Commerce Clause and does not violate either the First or the Fifth Amendments. We express no opinion on the use of other conditions to secure or maintain membership in a labor organization operating under a union or closed shop agreement."

The Georgia Supreme Court, on appeal, sent the "Looper Case" back to Judge Long for trial. Last week he ruled in favor of the plaintiffs. The Georgia Supreme Court now will be asked to upset Judge Long's ruling, but the court earlier indicated its position: "We do not believe one can constitutionally be compelled to contribute money to support ideas, politics and candidates which he opposes."

If the Georgia high court, as expected, upholds the lower court's ruling, it will be up to the U. S. Supreme Court to give a final decision on the constitutionality of the union-shop amendment to the Railway Labor Act.

Watching Washington *with Walter Taft*

• **COMPENSATORY** is a flexible term as the ICC applies it to carrier rates. In one case it may fit properly a rate which returns but little more than out-of-pocket costs. Another decision may rightly condemn, as non-compensatory, a rate which yields more than fully distributed costs plus a profit. That's what Commission Chairman Freas has told the House's Legislative Oversight Subcommittee, which is investigating regulatory agencies.

HOW CIRCUMSTANCES ALTER CASES is emphasized by Mr. Freas as he undertakes to explain the Commission's standards. Considering the national policy to promote a sound transportation system, he says, a compensatory rate is one which returns not only out-of-pocket costs, but as much more as circumstances will justify. The circumstances include such factors as the class of traffic and value of service.

COMMISSION VIEW still seems to be that the rate maker should be the carrier with lowest costs on the fully distributed basis. This, too, is indicated by Mr. Freas' statements to the subcommittee. While he concedes that needs of commerce may sometimes require lower bases, he nevertheless thinks the rate-making carrier should not go below its full costs for the purpose of setting the competition.

• **AMPLE ROOM** for competitive rate making remains available to railroads seeking to win traffic from motor carriers. The truckers' ton-mile "take" is still more than four times the rail average. The ICC's Bureau of Transport Economics and Statistics calculates that common-carrier and contract truckers last year got a weighted average of 6.11 cents per ton-mile. Class I railroads collected an average of only 23.6 per cent as much—1.45 cents.

• **NOTHING HAS YET BEEN DONE** about appointing a staff for the Senate Interstate Commerce Committee's proposed transport study. Delay until after the election was anticipated, but action was then expected in time to permit organization work to get under way this month. The study would cover problems in the surface transportation field which were left untouched by the Transportation Act of 1958.

MEANWHILE, Senator Smathers of Florida, chairman of the committee's Surface Transportation Subcommittee and Senate sponsor of the 1958 act, has become interested in making an air transport investigation. As a member of the committee's Aviation Subcommittee, he will propose legislation authorizing a study to determine whether changes are needed in federal aviation law and policy to cope with problems of the jet age.

THE INQUIRY would be along lines of the railroad study out of which the 1958 act came. The senator thinks it's called for "if we are to continue to do a thorough job in strengthening our overall national transportation system."

There has never been

anything like the PRR's

BUDD PIONEER SUBURBANS

Budd

BUDD PIONEER III SUBURBAN

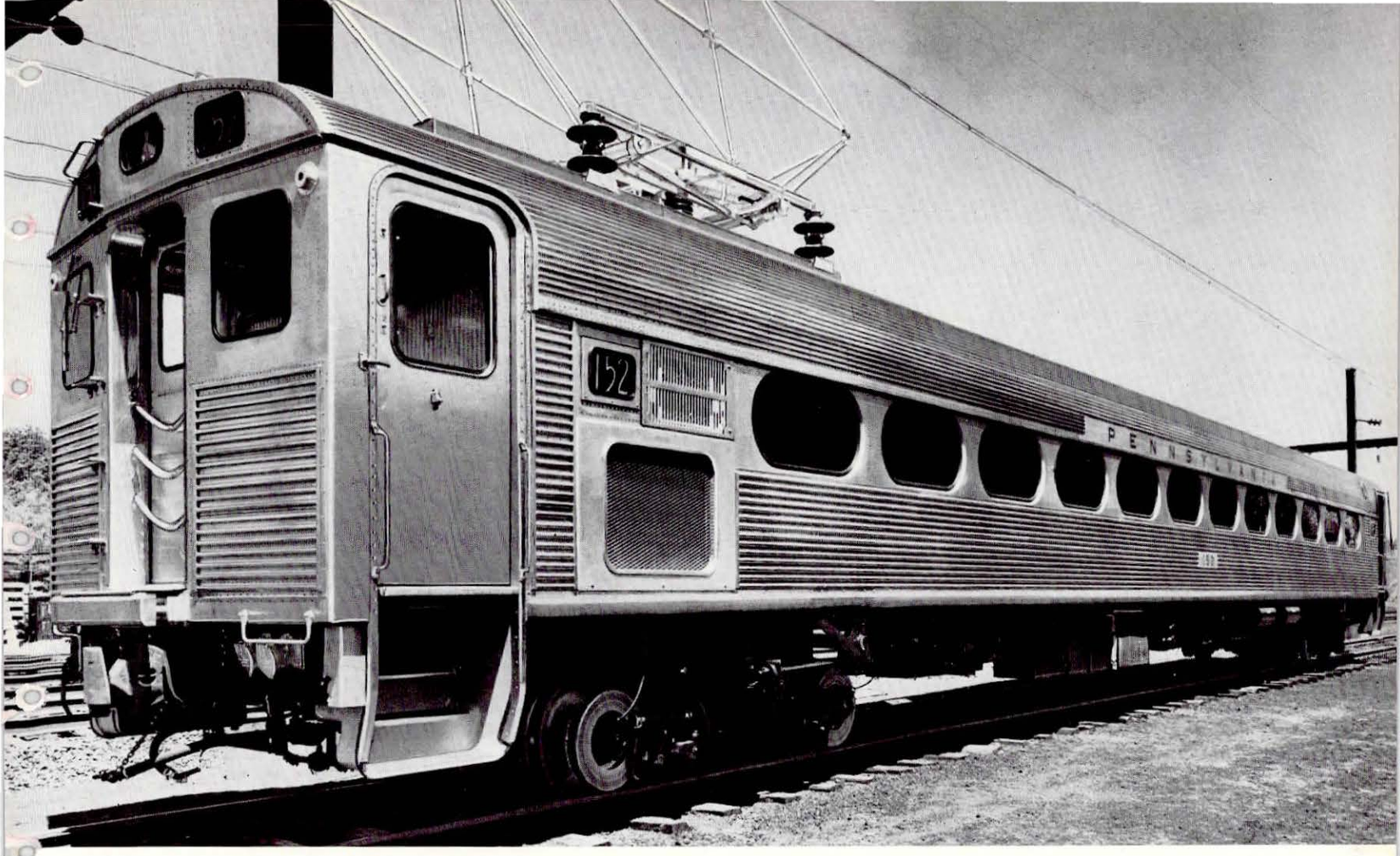
Coupled length (standard height)	85′
Width	9′10¾″
Height above running rail	12′6⅜″
Track gauge	4′8½″
Weight	89,400 lbs.
Weight (without traction equipment)	69,000 lbs.
Seating capacity	128 passengers
Acceleration	To 30 mph in 25 sec.
Deceleration (emergency)	2.5 mphps
Structure	Stainless steel

The Pennsylvania's Pioneer Suburbans exemplify The Budd Company's ability to design and construct cars for any requirement, which is particularly important in view of the modernization of urban and suburban equipment now receiving serious consideration.

Compared with the Pennsylvania's present MU cars, these Budd-built, stainless steel, air conditioned Pioneer Suburbans are twenty feet longer, provide 77% greater seating capacity (maximum, 128 passengers), are 52,000 pounds lighter, and have 25% faster acceleration with smaller, more compact motors.

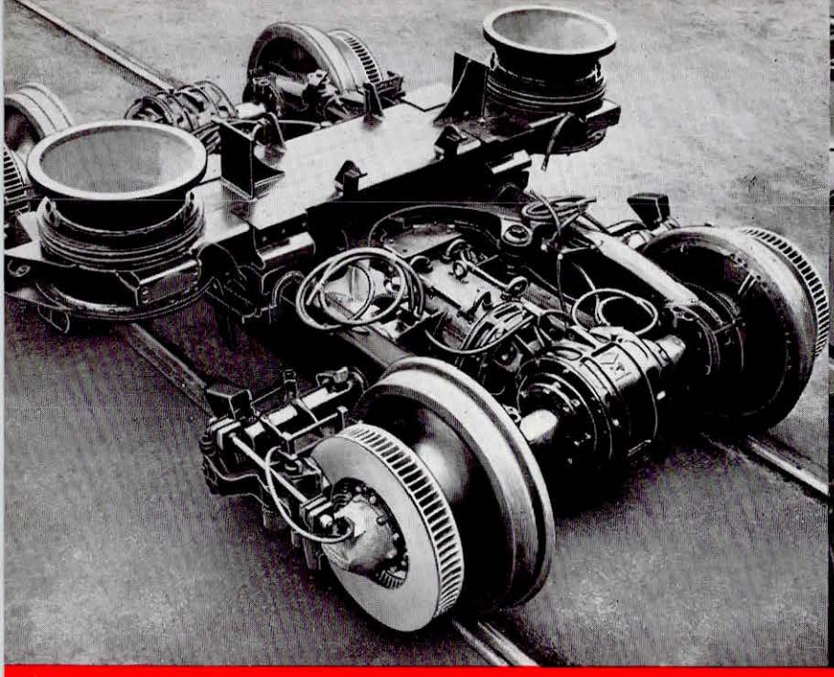
Excluding tractive equipment, they weigh only 69,000 pounds. With a stainless steel center sill of 8 square inches cross sectional area, they have withstood 800,000 pounds of compression, and meet AAR strength and safety standards in every respect.

Each car, before delivery, successfully passed four days of functional and operating tests identical with service requirements.



Complex Original Engineering

Design and construction of these cars called for a large amount of engineering, both in the cars' structure and items obtained from suppliers. For example, considerable engineering costs were involved in adapting cast steel trucks and traction equipment to the Pioneer III car body design. These solutions of engineering problems, which need not be repeated, will be reflected in lower costs on subsequent cars, such as the forty-four the Pennsylvania has on option. The cost of tractive equipment amounted to almost one-fourth of the total cost of these cars.



Budd-designed lightweight truck, with air suspension, externally mounted disc brakes and Rolokron anti-wheel-slide device. Three of the cars are equipped with these trucks, providing a saving of 4,000 pounds per car over the three equipped with more conventional trucks.

Floors, walls, ceiling—even the upholstery of the flip-over seats, are of plastic. Tinted glass windows need no shades.

"Sleek, Smart, and Stainless Steel"

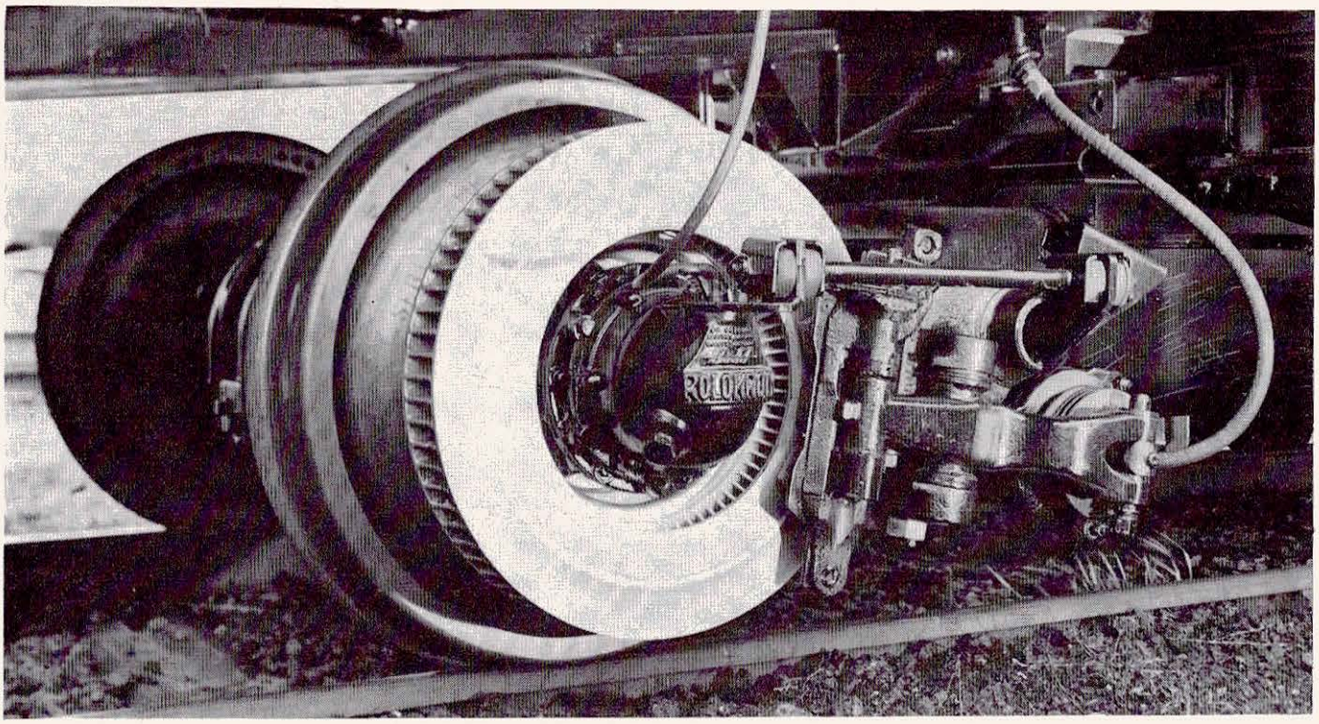
That is the apt title of an article describing these cars in the July-August issue of the Pennsylvania's house-organ, "The Pennsy." The article continues: "They are designed not only to give passengers a swift comfortable ride, but also to cut operating and maintenance costs."

Ample basis for this forecast is found in the cars' stainless steel structure. It is on record that cars constructed of stainless steel have traveled four and a half million miles without a major overhaul. And, of course, the plastic interiors and seat upholstery are superior to paint and cloth in minimizing maintenance costs.

We are proud of these cars, and are confident they will exceed the hopes of the Pennsylvania.

Budd THE BUDD COMPANY • Philadelphia 15, Pa.

SALES OFFICES: 2450 HUNTING PARK AVENUE, PHILADELPHIA 32 • RED LION AND VERREE ROADS, PHILADELPHIA 15 • 80 E. JACKSON BOULEVARD, CHICAGO 4 • 230 PARK AVENUE, NEW YORK 17 • 111 SUTTER STREET, SAN FRANCISCO 4



CLOSE-UP OF BUDD DISC BRAKE MOUNTING (WITH ROL-MAN COMPONENTS)

Why these ROL-MAN parts resist wear better than any known steel!

Rol-Man Wear Parts are made from 11.00% to 14.00% Rolled and Forged Manganese Steel —properly heat treated—to provide maximum resistance to wear. The constantly maintained work hardened surface provides a long wearing contact area while the core remains tough and ductile to prevent the possibility of breakage.

On those of the Pennsylvania Railroad's new high capacity commuter coaches equipped with Budd disc brakes, outside mounted and readily accessible for inspection and maintenance, the wearing metal components are protected for long life with Rol-Man Parts.

For over 35 years leading carbuilders and railroads have specified and used Rol-Man components. Other typical applications are: Swing Hanger Bushings, Equalizer Pins, Pedestal Liners, Collector Shoe Pins, and Center Plate Liners. For more detailed information write:

ROL-MAN

THE WEAR-HARDENING STEEL

MANGANESE STEEL FORGE COMPANY

RICHMOND STREET and CASTOR AVENUE PHILADELPHIA 34, PA.

Passenger Business in 1958—

Don't go into mourning for the passenger business quite yet. It's still very much alive. In fact, here and there it was even better through the traditional peak season last summer than it was the year before. And probably since the advent of the automobile there has never been so much activity devoted to finding a proper, profitable formula for passenger operations as there is right now.

Within the industry, there is much asking of this question: Could it be that we've priced ourselves out of the passenger market, leaving ourselves stuck with costs we can't cover—or avoid?

There is today no one answer. The search for a solution goes on. Fare adjustments—both downward and upward—have multiplied. The prospect of a wholesale revision of the fare structure—in the west, at least—shouldn't be shrugged off.

The experience of last summer, at least out west where longer distances work to the benefit of train travel, seems to support the optimists. It could be that the potential for a profitable passenger volume does indeed exist, and that the task ahead is only to seek it out.

This is the first of a 3-part Railway Age series on the present-day passenger story. Below is a report on last summer's experience on key western roads. In weeks to come, the editors will turn to an analysis of travel incentives—reduced fares, "package" meals and the like. Then, they will explore the problems and policies of passenger-carrying roads in the east.

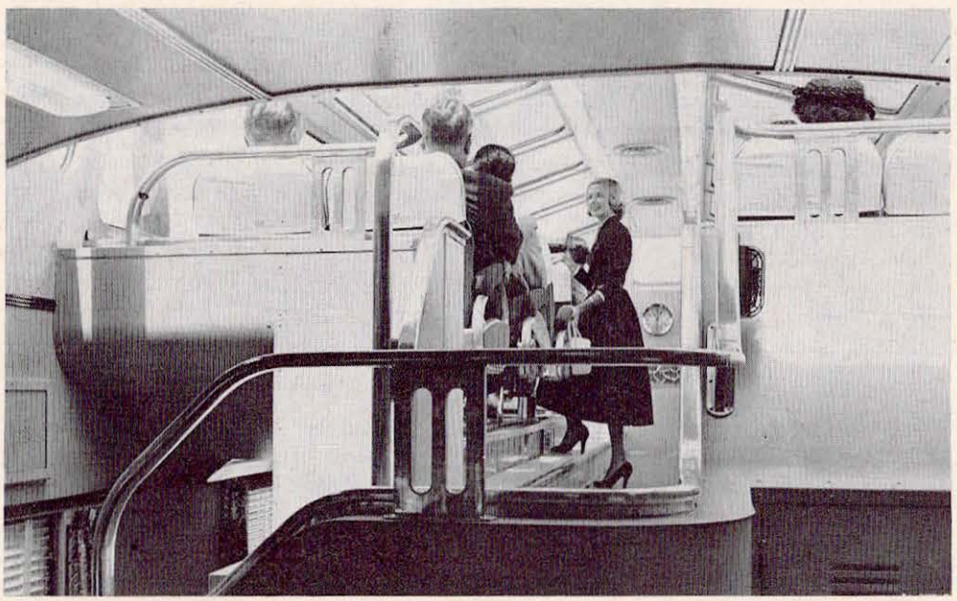
Last summer wasn't the best vacation travel season western railroads have had. Nor was it the worst. The recession, which already had cut the props from under much business travel, whittled away at vacation travel as well. Yet there was business aplenty on feature trains. And waiting lists often were long.

Railway Age called on several key passenger roads in the west with a question: How did your business this past summer compare with that of a year ago? Here, road by road, is what we were told.

NORTHERN PACIFIC

On NP as elsewhere, the vacation season got off to a slow start. But it picked up to the extent that—for the first time since World War II—the "North Coast Limited" ran regularly with five coaches. Northern Pacific's June revenue was off 6.38 per cent. July was just a fraction better than July 1957. And a good showing in August brought the 1958 and 1957 summer seasons to about the same level, all told.

Sleeping-car business continued to slip away. Two factors affected the percentage of patronage—coach versus Pullman—re-



SHIFT TO COACHES was noticed by several roads, among them Missouri Pacific, which operates this dome coach between St. Louis and Texas. Reason: With the dollar squeeze on, more passengers couldn't see spending what a first-class ticket costs.

WESTERN SCENERY lured many rail passengers last summer. Here's the GN "Empire Builder" in Glacier Park.

Recession Dip Is Slight in West

ported by NP for the summer months of 1958: (1) increases in first-class fares; (2) the fact that NP did not operate, under a rotation plan, the nightly pool train between Seattle and Portland. In 1957, sleeper travel accounted for 17.77 per cent of NP's passenger volume. In 1958, sleeper volume was down to 12.15 per cent.

NP's "North Coast Limited" drew an increasing number of passengers during summer 1958. Daily average loads were 166 in coaches and 47 in Pullmans for a total of 213. In 1957, the total was 202. On the "Mainstreeter," NP's secondary train, the reverse was true. Daily average load last summer totaled 69, against 84 in 1957.

NP frequently added extra cars to the "Mainstreeter" to handle tour groups and special movements. On many days, the "North Coast Limited" easily could have used a sixth coach. But the added passengers would have overtaxed the diner and buffet-lounge car.

WESTERN PACIFIC

One set of trains—the highly successful "California Zephyr"—accounts for about 90 per cent of WP's passenger business. The rest comes from its RDC "Zephyrettes" and children's tours, railfan trips, and other specials. This summer, WP revenues were higher by some $52,000, while its passenger volume dropped only a fraction.

Special train trips in August helped considerably. Volume for that month of this year was 19,652 passengers, against 17,529 in July and 15,822 in June. On the "California Zephyr," WP added extra coaches and sleepers when they were available, up to the limit of 14 cars dictated by operating conditions.

SOUTHERN PACIFIC

SP's experience with summer passenger business this year was spotty. Total volume was off. Some trains did very well. The road remains convinced that no matter what is done to stimulate the average traveler to use the train, he remains cold.

In the three summer months, SP carried some 2.6 million passengers—4.8 per cent fewer than the year before. Revenues were down 2.6 per cent. Coach travel held up "rather well," the road reports. Sleeper travel continued to decline. Two trains out of Los Angeles showed good increases. The "Sunset Limited" to New Orleans was up 25 per cent. The "Golden State" to Chicago was up 11 per cent.

Elsewhere, however, the picture wasn't so bright. The "Shasta Daylight" and "Coast Daylight" disappointed SP officers when compared both with previous years and to the successes of other trains this year. Even though they are primarily vacation-travel trains, they just didn't measure up.

"Frankly, we're not sure why this is true," reports Claude E. Peterson, vice-president of passenger traffic and public relations. "The equipment on these trains is among the best in America. Their rates are among the lowest, if not the very lowest, and they serve ideal vacation areas. The only conclusion we have been able to draw, reluctantly, is that the daytime coach train is being forsaken by vacationers in favor of their own cars."

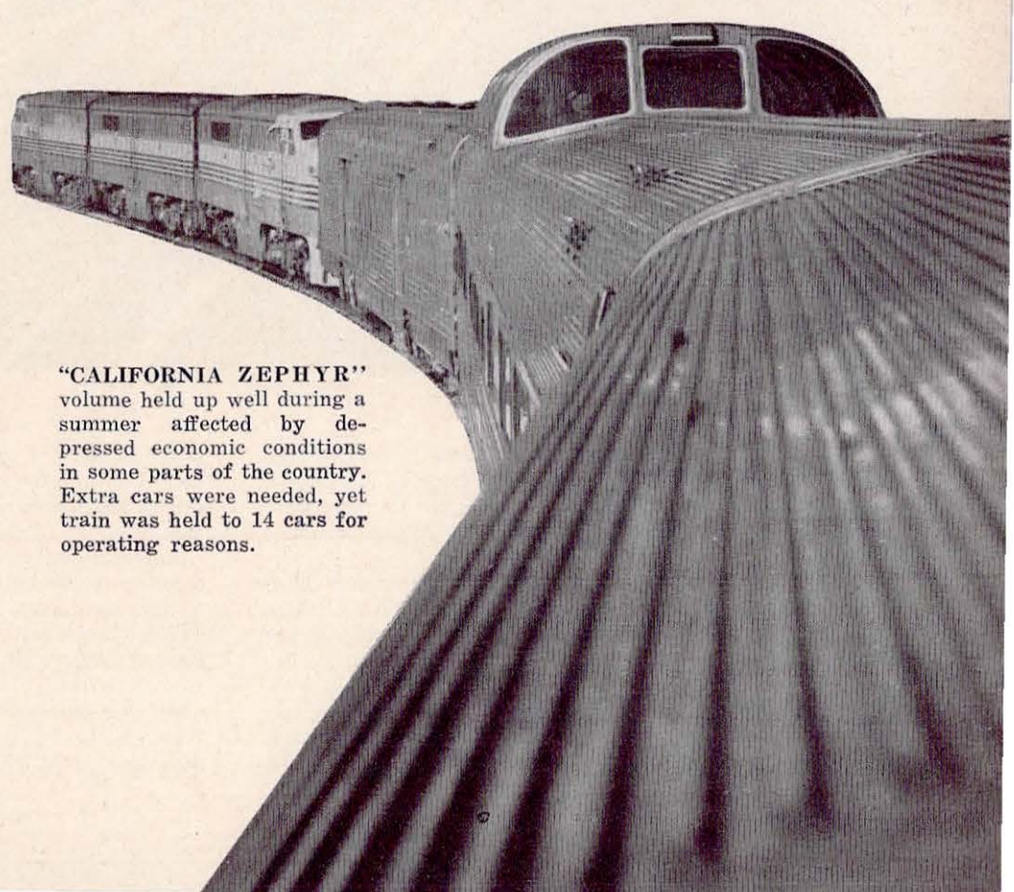
Even so, SP ran some 23-car passenger trains during the summer, and occasionally operated an extra section. Only once in a while was there more business than existing equipment could handle.

Mr. Peterson makes a point about equipment: "It should be noted that the summer rise in business for railroads was made more spectacular by the fact that the passenger peak is now within the limits of equipment available to serve it. In the past, the peak has been blunted by the impossibility of maintaining all the equipment necessary for the short-term summer business. That business now has reached the point where we can handle it all with available equipment."

BURLINGTON

Burlington 1958 summer passenger revenues were up 0.53 per cent; total passengers up 2.84 per cent; and passenger-miles up 4.52 per cent. The road's fleet of principal streamliners, including those operated jointly with other western carriers, all did well. The "Denver

(*Continued on page 22*)



"CALIFORNIA ZEPHYR" volume held up well during a summer affected by depressed economic conditions in some parts of the country. Extra cars were needed, yet train was held to 14 cars for operating reasons.

Heat-treated rails cut wear in half in seven-year test on NYC

Viewed through the north-end trusses of New York Central's Bridge No. 138, near Cedar Run, Pa., the track spirals into a 411-ft curve of 7 degrees 51 minutes. The rails in this curve were laid in July 1950 to test comparative abrasion-resistance under bruising traffic conditions.

By the time this photograph was taken, nearly 8 years later, some 142,500,000 gross tons of traffic had ground their way through the curve. Surely an adequate load to provide significant patterns of curve-wear on the railheads!

The results? In a nutshell, Bethlehem heat-treated rails outperformed the standard rails in the test by about 2 to 1. The contour drawings (opposite page) tell better than words what happened in the case of two standard control-cooled rails and two heat-treated control-cooled rails at each end of the curve. In addition to the superior abrasion-resistance of heat-treated rail on the high side, note the comparisons of crushing on the low-side rails.

Superior performance like this means a healthy slash in maintenance of way costs. Truly, here is an outstanding opportunity to save real money!

We can cite many additional cases where heat-treated rails have proved their worth on leading roads across the country, in abrasion-resistance, resistance to shelling and resistance to plastic flow. We shall welcome the opportunity to go over these cases with you in detail. Just contact our nearest sales office or write directly to us at Bethlehem, Pa. You'll hear from us promptly.

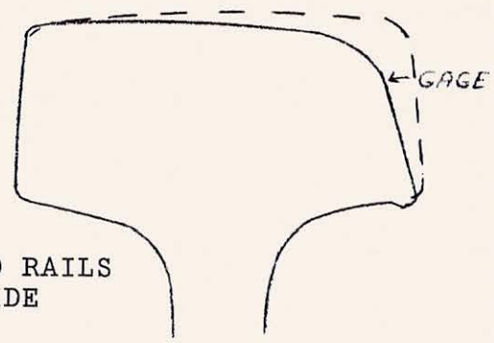
ACTUAL CONTOUR DRAWINGS OF RAILS AT CURVE NO. 242

New York Central System—May 22, 1958

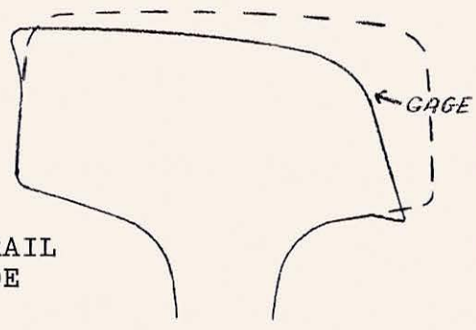
(about ¾ actual size)

Section 127-DY

NORTH END TEST

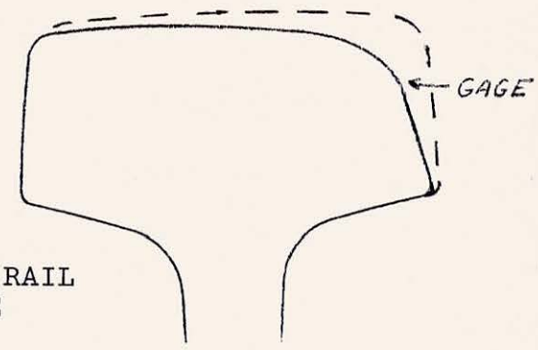


HEAT-TREATED RAILS
HIGH SIDE

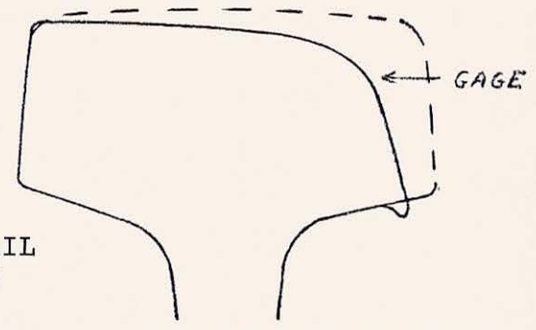


STANDARD RAIL
HIGH SIDE

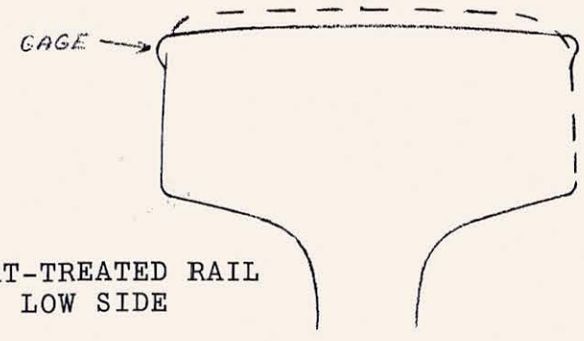
SOUTH END TEST



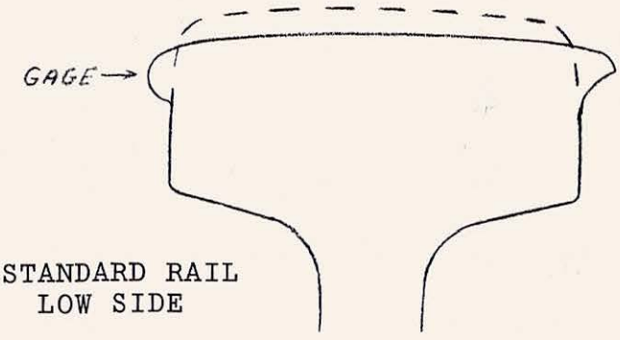
HEAT-TREATED RAIL
HIGH SIDE



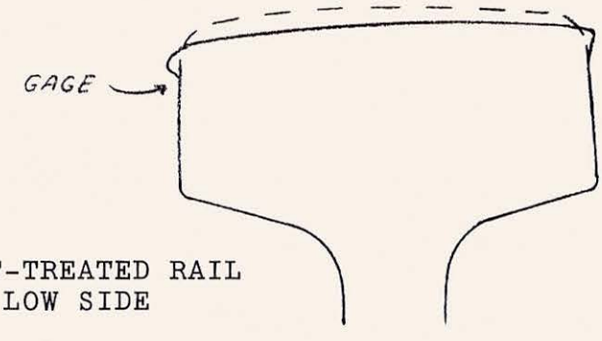
STANDARD RAIL
HIGH SIDE



HEAT-TREATED RAIL
LOW SIDE



STANDARD RAIL
LOW SIDE



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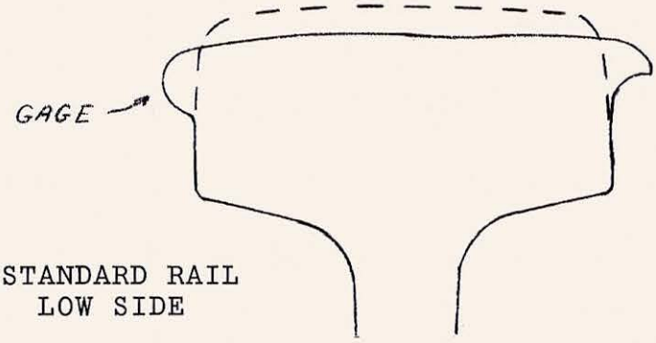
LOW SIDE



STANDARD RAIL
LOW SIDE

If you're interested in learning about Bethlehem's heat-treatment experience and facilities, write for Catalog 379, "Bethlehem Heat-Treated Trackwork."

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. *Export Distributor:* Bethlehem Steel Export Corporation

BETHLEHEM STEEL

KAR-GO Bearings

whip hot boxes at a new, low cost

RUNNING longer trains on faster schedules means tougher-than-ever service for railroad equipment. And all it takes is one hot box to throw schedules out of whack—miss delivery dates—boost costs.

Why take a chance on a hot box that can cause you so many headaches when you can whip the problem with Allison KAR-GO Cartridge Bearings?

Expensive? Far from it—in fact, this is the lowest-cost complete solution to the hot-box problem.

Dependable? You bet! The KAR-GO Bearing is proved by millions of in-service railway miles and three years of rugged field testing.

Economical? Here's proof: An Allison KAR-GO Bearing will *pay for itself* in two years by reducing routine maintenance and service-failure costs.

No "gadgetized" journal brass bearing can begin to give you the rugged low-cost features of the full-round sleeve KAR-GO Cartridge Bearing—or the advantages you get with this sealed-in, low-maintenance unit. In fact, once you get your first set of KAR-GO Bearings, you'll find more of these bearings can be added to your new-car fleet through savings in hot-box elimination.

On your next conversion or freight-car build, it will pay you to go for KAR-GO—you'll get a bearing that ends hot boxes and cuts terminal inspection and oiling time, *a bearing you can really rely on.*

KAR-GO, ALLISON DIVISION OF GENERAL MOTORS
Indianapolis 6, Indiana

AAR APPROVED

for limited application in interchange service

Having complied with standardization details, AAR approval has been obtained for wider application to freight cars in general interchange service.

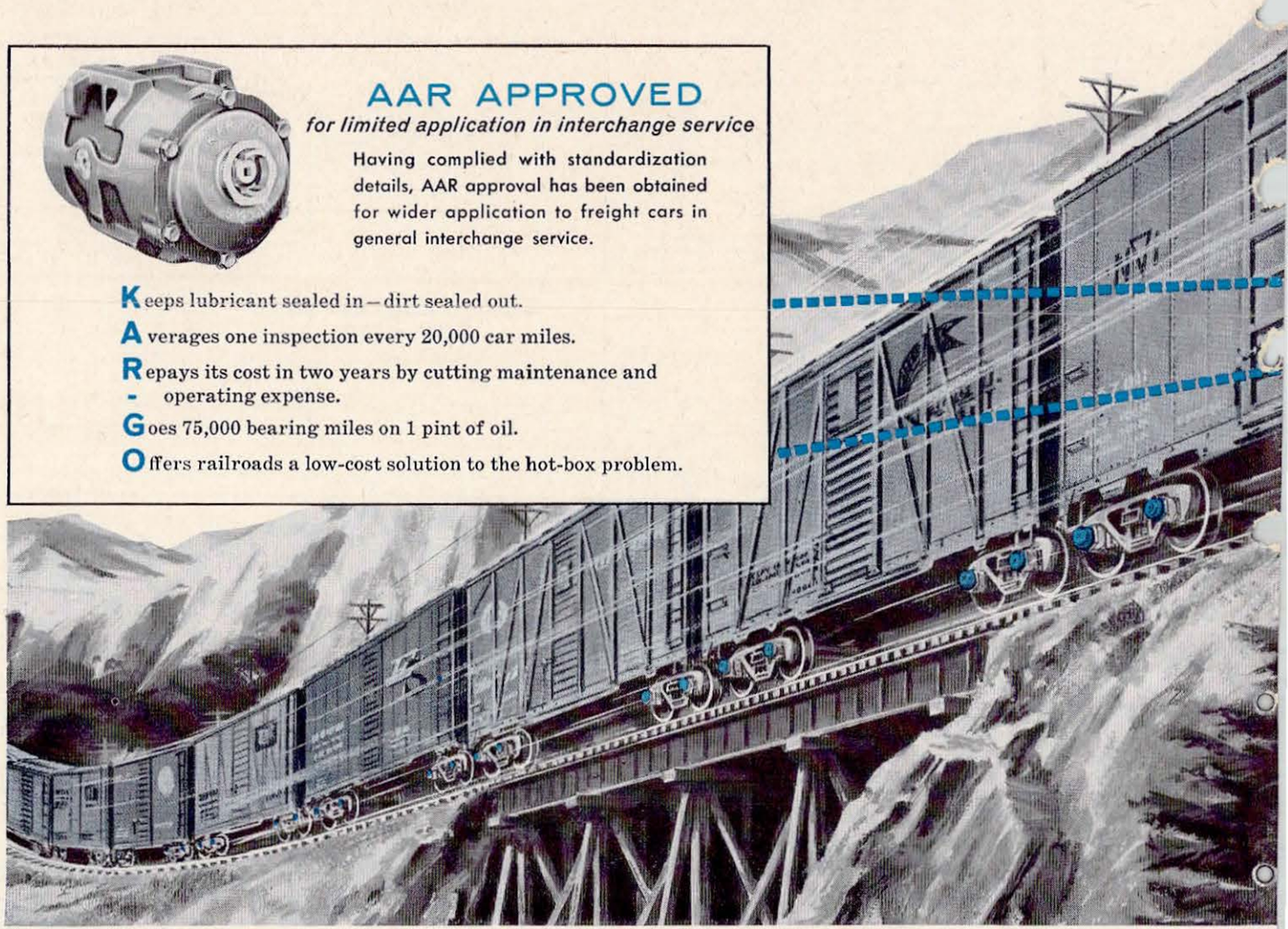
Keeps lubricant sealed in—dirt sealed out.

Averages one inspection every 20,000 car miles.

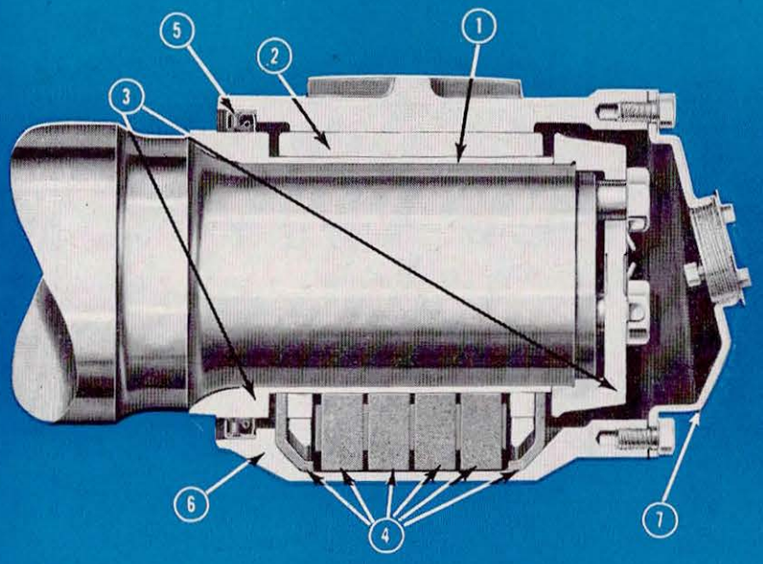
Repays its cost in two years by cutting maintenance and operating expense.

Goes 75,000 bearing miles on 1 pint of oil.

Offers railroads a low-cost solution to the hot-box problem.



THE INSIDE STORY



Built to run for thousands and thousands of miles, the Allison KAR-GO Cartridge Bearing gives you a *sure* answer to the hot-box problem at a low, low cost.

1. **JOURNAL SLEEVE**

Smooth, hardened surface for maximum bearing life — eliminates axle wear.

2. **ALUMINUM ALLOY BEARING**

Economical, precision-fitted, full round for maximum heat dissipation and prevention of axle roll-out.

3. **THRUST RING AND CAP**

Absorb lateral thrusts on hardened faces. Ring provides highly finished surface for oil seal.

4. **FELT WICK LUBRICATOR**

Insures adequate oil delivery to bearing—spring-loaded to make constant contact with journal sleeve.

5. **OIL SEAL**

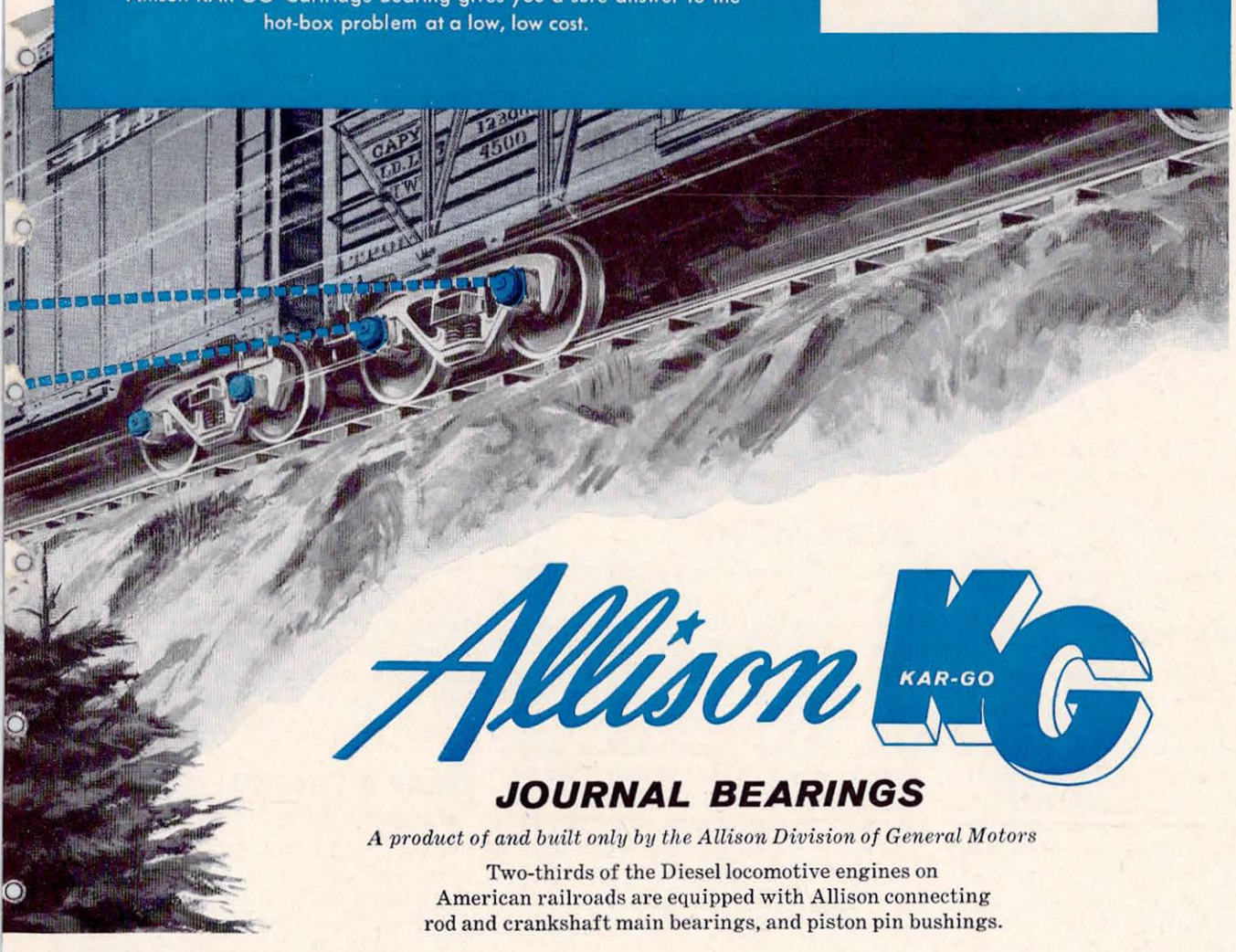
Double lip, automotive type; keeps oil in and dirt and water out.

6. **HOUSING**

Rugged pearlitic malleable iron; completely encloses entire assembly; eliminates need for separate adapter.

7. **COVER ASSEMBLY**

Provides sealed closure, oil filler plug and pressure-relief valve.



Allison KG KAR-GO

JOURNAL BEARINGS

A product of and built only by the Allison Division of General Motors

Two-thirds of the Diesel locomotive engines on American railroads are equipped with Allison connecting rod and crankshaft main bearings, and piston pin bushings.

SLUMBERCOACHES proved a popular attraction on Burlington's "Denver Zephyr." Occupancy ran close to capacity in these coach-rate sleepers.

(*Continued from page 17*)

Zephyr" picked up a 10 per cent increase in average passengers per train-mile westbound, and a 20 per cent increase eastbound.

Coach-rate "Slumbercoaches" continued to pick up business. For July and August, average occupany was 36.9 passengers per car-trip. The road sells 39 beds in the 40-passenger car, retaining a single room for the attendant.

GREAT NORTHERN

Dollar for dollar, GN's summer passenger business was down just over 2 per cent. After a drop of 9.5 per cent in revenue through the first five months of the year, the summer experience prompted GN to hope that the decline is leveling off. On the GN also, there was a shift into coaches. GN's coach-sleeper breakdown for 1958 was 75 per cent-25 per cent, compared with 73 per cent-27 per cent for the summer before.

GN's decline in passenger traffic was mostly on its transcontinental trains. The "Internationals," which connect Seattle with Vancouver, B. C., profited from a strike of Canadian Pacific steamships which began in May. From June 1 to July 28 (when the strike ended), business on the trains was up 12 per cent. A little of the diverted business was retained even after the strike was over. For the entire summer, traffic on the "Internationals" was up 7 per cent.

Anticipating a decline in tourist travel by sleeper, GN took a Pullman line off the "Western Star" this year. The cars were pooled with extra streamlined sleepers to handle tour groups and other special parties. Like the Northern Pacific, GN also added an extra coach to its principal transcontinental, the "Empire Builder."

ROCK ISLAND

Like the Southern Pacific, Rock Island reports good patronage on the jointly operated "Golden State." For the three summer months, the train's loadings were up 8.6 per cent over last year. The "Rocky Mountain Rocket" experienced a smaller increase, 3.9 per cent. Rock Island's Peoria service, feeling the impact of severely depressed business conditions there, failed to respond to the seasonal upswing until August.

ILLINOIS CENTRAL

As vacation business picked up in July and August, IC ran extra sections of its "City of New Orleans" to handle overflow traffic. The "City" is a daytime coach streamliner out of Chicago and St. Louis. It helps account for the fact that IC's coach business was 93 per cent of its total passenger business. Coach volume picked up a percentage point over the summer season of 1957.

IC's total revenue from passenger operations through the 1958 summer was higher by some $75,000 than it had been in last year's summer.

UNION PACIFIC

Based on a passenger-mile index, the UP's summer season of 1958 was eminently successful. In June, passenger-miles were up 4.3 per cent. In both July and August, increases exceeded 3 per cent,

The "City" fleet of streamliners did well. After a slow start in June, the "City of San Francisco" forged ahead to carry more passengers in August than it did in August 1957. The "City of Portland" was ahead for all three months. The "City of Las Vegas" felt the impact of a slow June, but registered substantial increases in July and August. Best of all was the "City of Los Angeles," which has been over 1957 every month this year.

Union Pacific reported decreases in travel to some of the national parks it serves—Yellowstone, Grand Teton and Rocky Mountain. The railroad carried more passengers, however, to Zion, Bryce and Grand Canyon. Escorted all-expense tours, which UP feels were sensitive to unsettled economic conditions in the east, were off slightly.

Although Union Pacific is not short of coaches it insists that only lightweight leg-rest cars be used on its premier streamliners. These are sometimes hard to find—and so, 15 are coming from the St. Louis Car Company, probably in time for the rush next summer.

KANSAS CITY SOUTHERN

KCS found that its summer travel in sleepers, contrary to the trend, was considerably better than in past years. S. A. Watson, passenger traffic manager, estimates that while coach business was up 5 per cent over 1957, sleeper business jumped 40 per cent. Reason: KCS this summer had eliminated first-class fares and made coach tickets good in Pullmans. Mr. Watson estimates that 60 per cent of the increased patronage came from former airline passengers.

Otherwise, KCS presents a difficult comparison for the two summer periods. Earlier this year, the road trimmed passenger train-miles almost 29 per cent by discontinuing one main-line train. Yet this can be said: Earnings per passenger train-mile were up about 30 cents over 1957, and were higher than at any time since the war.

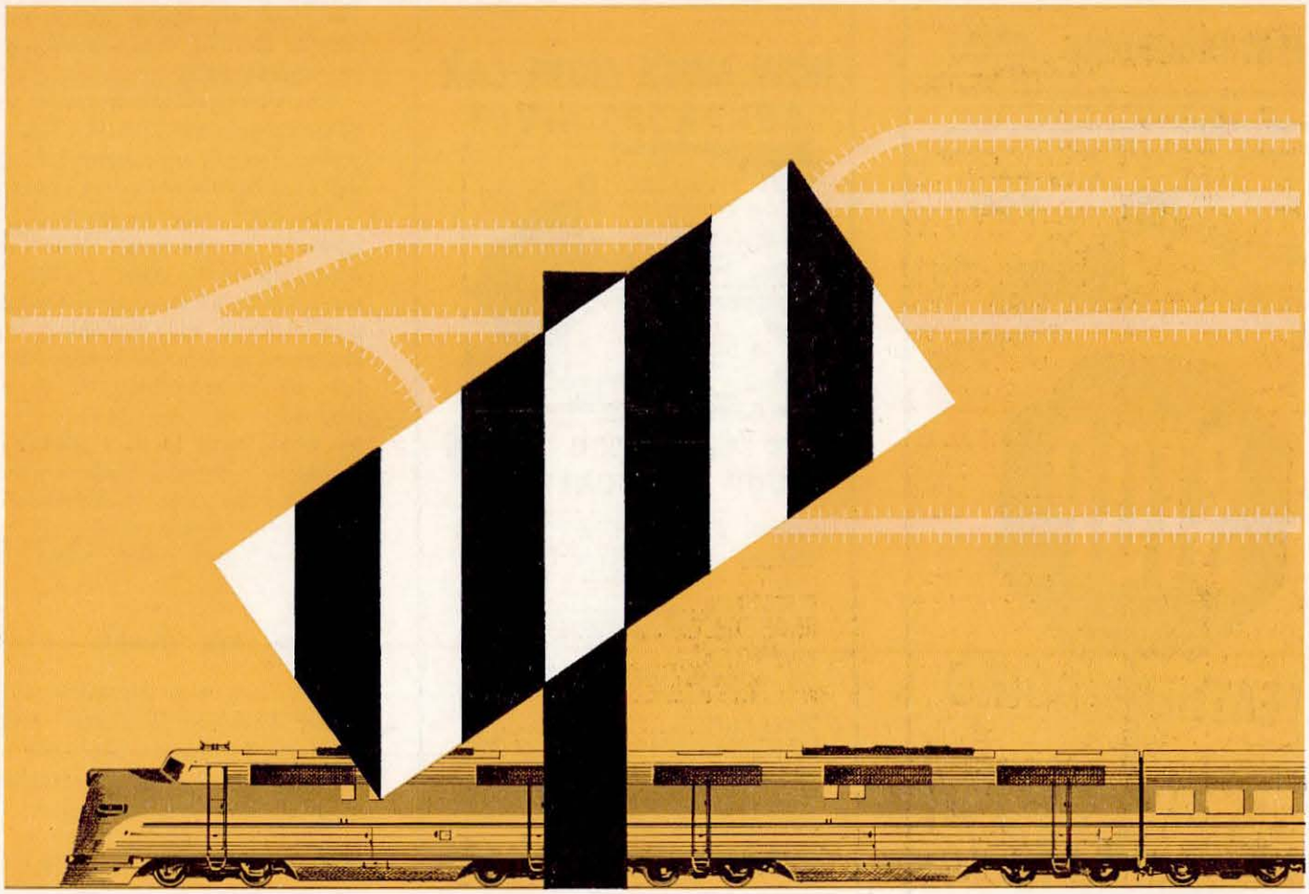
MISSOURI PACIFIC

Despite extensive experimenting with fares and services, Missouri Pacific found that its summer business was off a little in volume and revenue. Much of this can be attributed to a slow June. Roughly, summer volume was off 5 per cent and revenues were down 6 per cent. There was a distinct shift from sleepers to coaches, which MoPac attributes to the general economic situation.

"Eagle" trains from St. Louis to Fort Worth, Dallas and El Paso, as well as to Pueblo, Colorado Springs and Denver, showed increases over summer 1957. Missouri Pacific's venture into reduced fares and Travel Tray meals will be surveyed in the next article in this series.

TEXAS & PACIFIC

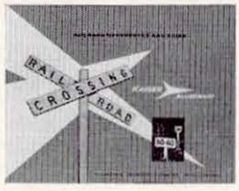
Business on the T&P was off somewhat. Summer revenue this year totaled about $1,206,800, against $1,327,379 in 1957. T&P's best train, in terms of revenue, is its "Texas Eagle." Between Texarkana and Fort Worth, for instance, No. 1 earned a revenue of $4.41 per mile in August.



NO OTHER R. R. SIGNS *install so easily last so long require so little upkeep or make such an ideal base for message materials. When you consider their savings . . . compare their light weight, strength and corrosion resistance could you really afford anything else* BUT ALUMINUM?

KAISER ALUMINUM *the bright star of metals*

NEW BROCHURE TELLS YOU WHY!



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KAISER ALUMINUM & CHEMICAL SALES, INC.
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Please send me your new railroad sign brochure. ☐
Please have a representative call personally ☐; phone ☐

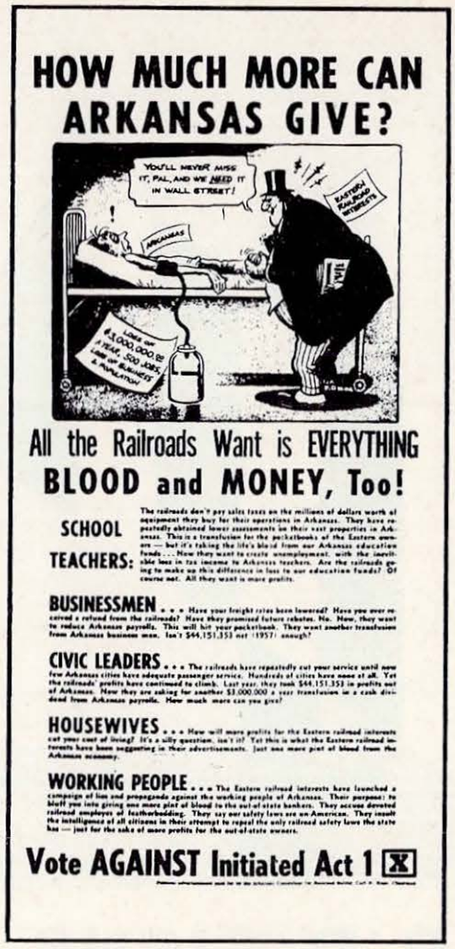
NAME_____

ADDRESS_____

CITY_____ ZONE_____ STATE_____

FEATHERBEDDING HURTS EVERYONE!
Increases Freight Rates . . . Makes Cost of Living Higher . . . Means Less Money Available for Necessary Workers!
Causes Layoffs of Shopmen, Trackmen, Machinists, Painters and Others!
Full Crew Laws Force the Hiring of Employees With No Work To Perform.
And This Is Unfair To . . .
YOU
STOP
FEATHERBEDDING
Help REDUCE the Cost of Living!
VOTE FOR INITIATED ACT NO. 1
REPEAL FULL CREW LAWS

RAILROAD AD: 'WEAK'


HOW MUCH MORE CAN ARKANSAS GIVE?
All the Railroads Want is EVERYTHING
BLOOD and MONEY, Too!
SCHOOL TEACHERS:
BUSINESSMEN . . .
CIVIC LEADERS . . .
HOUSEWIVES . . .
WORKING PEOPLE . . .
Vote AGAINST Initiated Act 1

UNION AD: 'EFFECTIVE'

Here's Why Arkansas Kept Its Railroad Full-Crew Law

Effective advertising at the grass roots level won the full-crew fight for the unions, says one on-the-scene observer. What the railroads failed to show: how full-crew repeal would benefit the people.

By R. E. WESTMEYER

Chairman, Dept. of General Business
College of Business Administration
University of Arkansas

The first full-crew law in the United States was enacted in Arkansas in 1907. The law required railroads with lines exceeding 50 miles in length to provide all freight trains in excess of 25 cars with a minimum crew of six men—an engineer, a fireman, a conductor, and three brakemen—"regardless of any modern equipment of automatic couplers and air-brakes . . ." A later law extended the requirement of a minimum crew of six to switch engine crews, with certain exceptions.

In 1926 the railroads sought repeal of the law by a direct vote of the people but suffered defeat, with 55 per cent of the vote being against repeal. In the summer of 1958, a railroad committee circulated a petition and got enough signatures to place the question of repeal on the ballot again. The railroads once again took a whipping. On November 5, with about 75 per cent of the precincts reporting, the vote was 119,339 against repeal and 91,436 for repeal. The 1958 vote against repeal was 57 per cent of the total vote, compared with 55 per cent in 1926.

The defeat of the proposal to repeal Arkansas full-crew laws is a matter of importance to all people interested in preserving a sound transportation system.

The basic issue, of course, is not the repeal of an antiquated statute. The real issue involves the whole problem of what can be done about featherbedding. In the past, railroads have not shown any great eagerness to face the consequences of a fight on featherbedding, but in Arkansas they did fairly face up to the issue. Arkansas would seem to be a logical place to undertake a fight. Organized labor is not strong in the state, as evidenced by the fact that a right-to-work law has been on the Arkansas statute books for many years.

Railroad Ads 'Weak'

Why, then, were the railroads defeated?

Our hindsight is always better than our foresight, but it seems clear now that the railroad advertising campaign, while more extensive than the union campaign, was not nearly as effective.

Railroad advertising told the voters that "featherbedding hurts everyone, increases freight rates, makes the cost of living higher," and that it is unfair to employers. But it failed to show, at least in an easily understandable way, just how the people of Arkansas would benefit by voting to repeal the full-crew law.

Of course, the railroads could not say freight rates would be reduced or the cost of living lowered if the law was repealed. But the lack of any such statements must have left many voters with the impression that the only real beneficiary of repeal would be the railroads themselves.

The union rather effectively capitalized on this weakness of the railroad advertising by stating that repeal would result in the loss of thousands of jobs held by **Arkansas** citizens, would force more people to leave **Arkansas,** that last year the railroads took $44,000,000 in profits **out of Arkansas,** and that now the "Eastern railroad interests" wanted to **bleed Arkansas** of an additional $3,000,000 in the form of reduced payrolls. Some of these statements were made right at the end of the campaign. While the railroads made some effort to rebut them, they probably had their effect.

Undoubtedly the appeal to save the jobs of Arkansas workers was effective. Several workingmen interviewed by the writer gave that as their reason for voting against repeal. To quote one of them: "They say that changing the law will put thousands of people out of work, and this is no time to be putting people out of work. Working

people have families to support. They can't afford to be without money, and the railroads have got lots of money. I am against anything that will make people lose their jobs."

Boiled down to the simplest terms, then, the people of Arkansas were offered a choice of voting for repeal with no clear-cut benefits, or voting against repeal and saving the jobs of Arkansas citizens.

The principal affirmative argument of the union was that the laws were needed to protect the public safety. However, no attempt was made to show how the extra man contributed to public safety. The railroads countered with arguments that the third brakeman did no work, and that trains operated with equal safety in surrounding states without an extra brakeman. They also published statements by two locomotive engineers that the third man was unnecessary. All of this the union simply ignored and continued to advertise in newspapers and on billboards all over the state "Don't Vote Away Your SAFETY." Sometimes it was the "Eastern railroad interests" that wanted more profits at the expense of safety.

Here, again, the railroads were at a disadvantage. They could not show that the public safety would be increased by eliminating the third man. Therefore, the only advantage in eliminating him was to save the railroads money. On the other hand, even though the unions made no effort to explain how the third man contributed to safety, the average voter might well conclude that three men would make for safer operation than two.

The unions also capitalized on the popularity of Governor Faubus by reproducing certain campaign material used by the governor last summer in the Democratic primary campaign. The material used consisted of a large photograph of the governor signing a petition, tendered to him by a man identified as a member of the Brotherhood of Railroad Trainmen, to get a union-sponsored anti-railroad measure on the ballot. Although the governor thereafter issued a statement that he had not taken a stand on repeal of the full-crew laws, the advertisements continued. It would not have been too hard for an uncritical voter to infer from the advertisements that labor had the support of the governor in its battle against repeal of the full-crew laws.

There has been some criticism of union tactics, particularly about such things as misleading the people on the importance of the third man to public safety. And the last minute injection of the Eastern railroad interests intent upon bleeding the people of Arkansas to death was not considered by some to be quite kosher. But this sort of thing must be expected and anticipated, especially where human jobs are at stake.

Up until the last day of the campaign, railroad advertising appeared to be relatively honest. But on the last day of the campaign the railroads ran a full-page advertisement in which they made an attempt to connect opposition to repeal of the full-crew laws with the National Association for the Advancement of Colored

(*Continued on page 29*)

Railroading After Hours with Jim Lyne

A COUPLE OF STORIES—The railroad anecdotes are coming in, all right. E. E. Foulks, assistant vice president of the Rock Island, tells one which he ascribes to Jim Mahoney, formerly GST of the Santa Fe, in his early days as a brakeman. Jim's partner was a boomer, who was being questioned by the superintendent about a near-accident. The superintendent asked him where he was when the hazard occurred. The boomer had to have the question repeated a couple of times; and it became apparent that he didn't know what a hazard was. The superintendent then explained: "A hazard is a horrible accident that didn't happen."

Henry Bykirk of the North Shore Line tells about a section boss who was trying to get the SMP to hire his son in the locomotive department. Asked why he wanted his son in that department, the section boss explained that he might start out as a laborer, become a fireman, then engineer, then road foreman and perhaps an SMP. "But why don't you hire him on the section," the SMP asked, "and someday he might become foreman." "Oh," the section boss replied, "I'm afraid the boy isn't bright enough for that."

UN-AMERICAN ENGLISH—Mr. Foulks also tells of his experience in the Military Railway Service in North Africa during the war where he found that "Railroad American" is a distinct language from "Railway English." In the latter, the "driver is on the footplate" instead of the "engineer is in the cab." A wagon or truck (Eng.) is a freight car, and a truck (Am.) is a lorry (Eng.). A carriage (Eng.) is a coach (Am.).

Some of these differences in terms are fairly well known, particularly by veterans of the M.R.S. But there must be a few that are out of the ordinary. For example, I've already mentioned the English term for call-boy. There must be some other overseas terms that would be interesting to know. Certainly some of our railroad lingo must get a grin abroad (e.g., our saying "transportation" when we mean "ticket").

IVAN IS NO DOPE—Once again Russia's boss Nick Khrushchev has said in a speech that the Soviets are going to win world domination—not by war, but by outproducing the capitalistic nations. And he is right too, if Russia is as smart with its industrial production as it is in its handling of transportation.

Russa is concentrating its transportation outlays on railroads—where a handful of men can haul upwards of 1,000 tons. Meantime Uncle Sam is doing his damndest to divert traffic away from railroads to ways of movement that are wasteful of labor, fuel and investment capital.

MR. GILBERT'S CRITICS—The interview we published (RA, Nov. 3, p. 14) with B of LF&E President Ed Gilbert has brought a lot of comment. Canadians, for the most part, do not appreciate his disparagement of the Royal Commission. One U.S. railroad officer says that Mr. Gilbert hopes for improved relations with railroad management—and then refers to management as his "opponent." This officer thinks that Mr. Gilbert jumps the gun in referring to "opponents" before there is any actual strife.

None of this discussion detracts from the fact that the B of LF&E is in a tough spot—by reason of the disappearance of most of the fireman's former duties. With the railroads up against present-day competition, they no longer have the means to be philanthropic in such a situation. Railroad working rules go back to times when almost any expense put upon the railroads could be collected from the customers—which can't be done any more.

Photo at left was taken twenty years ago when the FT freight locomotive was introduced. Now, after millions of miles of service, this FT can be turned in on the purchase of new General Purpose units like the one shown above. Besides gaining increased capacity, the new units carry the same warranty, low maintenance and operating costs as completely new locomotives.

New locomotives for old . . .

Increased capacity for faster schedules

Turning in old FT freight locomotives for new General Purpose locomotives containing certain remanufactured components is providing railroads with an important "extra" dividend—increased capacity without increasing the locomotive fleet!

For example:

At this speed mph	it takes this number units FT	New GP9	to haul this tonnage
30	4	3.03	9,933
40	4	2.97	5,909
50	4	2.89	3,637
60	4	2.79	2,328

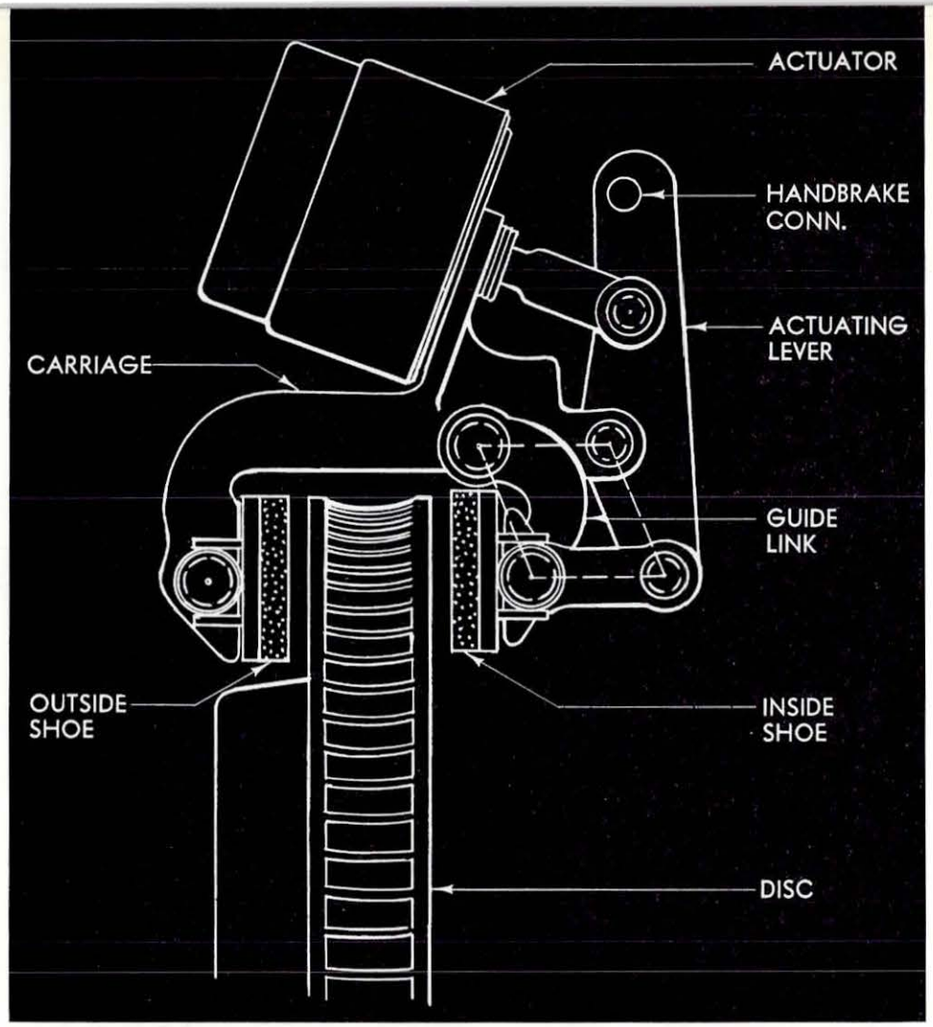
Three of the new GP9 units do the work of four FT units. A gain in capacity of *one additional* GP9. This method of gaining new power can be put to advantage on your road. For details, call your Electro-Motive representative.

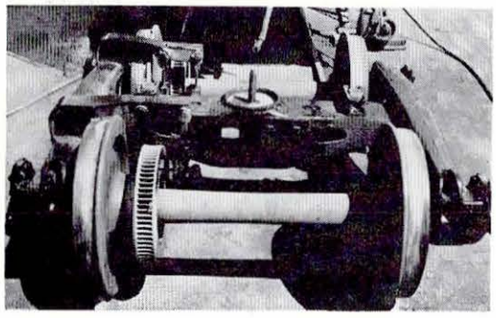
GENERAL MOTORS LOCOMOTIVES

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS

LA GRANGE, ILLINOIS • *HOME OF THE DIESEL LOCOMOTIVE*

In Canada: General Motors Diesel Limited, London, Ontario





▲ **PARALLELOGRAM DESIGN** alines inner shoe with disc surface despite axle movements resulting from freight truck lateral.

◀ **SIDE-FRAME MOUNTING,** used on original SP installation will probably be discarded in favor of bolster mounting.

Budd's 'Frate-Brake'...

Southern Pacific Says Tests Are Satisfactory

The Budd Company's new freight-car disc brake has given "completely satisfactory" results in extensive tests on the Southern Pacific.

A series of single-car tests was conducted on the SP last March. Since then, a car equipped with the new Budd "Frate-Brake" has been accumulating daily service mileage on the SP. It is expected that test installations will be completed soon on several other railroads. A second series of SP single-car tests is now under way.

The new brake is based on the fundamental principles of Budd's passenger car disc brake. Although both brakes come in a completely truck-mounted package unit, the Frate-Brake is different in certain mechanical features. Frate-Brake uses only one disc per axle for all but the heaviest cars.

In the original SP installation the brake units were mounted on the truck side frame. It is expected that bolster mounting, which simplifies truck and wheel maintenance, will be preferred. Braking action will be the same, whether the unit is attached to the side frame or bolster. The first SP tests were conducted with the single-disc-per-axle mounting. The large lateral of the freight car solid bearing made it necessary for Budd engineers to depart from the "tong-lever" principle of the passenger disc brake. The freight brake shoe action was based on a C-clamp principle of fixed and movable jaws.

Frate-Brake is supported by hangers attached to cantilever brackets welded to the side frame or bolster. The fixed jaw, supporting the outer brake shoe, becomes the main member of the carriage supported by the hangers. The movable jaw supporting the inner shoe is carried by a lever fulcrumed on the carriage and actuated by an air-operated cylinder or "actuator," also mounted on the carriage. A guide link paralleling the load arm of the lever takes the major portion of the vertical brake reaction of the movable shoe and at the same time forms one side of a parallelogram, a four-bar-link mechanism designed to keep the movable shoe parallel to the disc in a horizontal plane at all times. The two hangers, the carriage and the support bracket also form a parallelogram four-bar-link mechanism designed to keep the brake linings parallel to the disc in a vertical plane at all times.

A diaphragm, instead of a packing cup and piston, is used in the lightweight, pressed steel air cylinder or "actuator."

The Frate-Brake is a completely truck-mounted unit. Hence, body-mounted cylinder, rods, levers, guides and other similar parts can be eliminated. This cleaning up of the car underbody simplifies the initial application and provides more underfloor space for refrigerator cars, well cars and other special purpose cars.

Much advance laboratory work was done on selection of the most effective disc brake lining for this application. The disc is similar to those on the Pioneer M-U cars recently delivered to the Pennsylvania. Maximum diameter has been limited to 24 in. Braking faces are separated by a row of radiating fins. The larger weight variation between empty and loaded freight cars, and the necessity for the new brake to be compatible in performance with existing brakes, made the selection of the proper lining important.

ARKANSAS FULL-CREW LAW

(*Continued from page 25*)

People and the Arkansas Gazette. The Gazette had consistently opposed Governor Faubus in his fight against integration.

Just what effect this attempt to relate the full-crew law repeal to the highly charged segregation-integration controversy may have had is hard to say. Several people told the writer they had intended to vote for repeal but were so irritated by this last-minute tactic that they changed their minds and voted against repeal.

One thing that stands out in retrospect is the failure of the railroads to point out to voters that the railroad industry is in real difficulties, that government ownership and operation hangs over the industry like the Sword of Damocles, and that the elimination of featherbedding will help to maintain for the people of Arkansas and the rest of the country an essential industry operated by free private enterprise.

'Overstatement'

The only direct statement relating to this situation appeared very late in the campaign in the middle of an advertisement devoted to various other things. The statement read: "Everyone knows the railroad industry is in grave financial circumstances and is on the brink of economic disaster. Many railroads would be in bankruptcy today except for temporary relief granted by the last session of Congress."

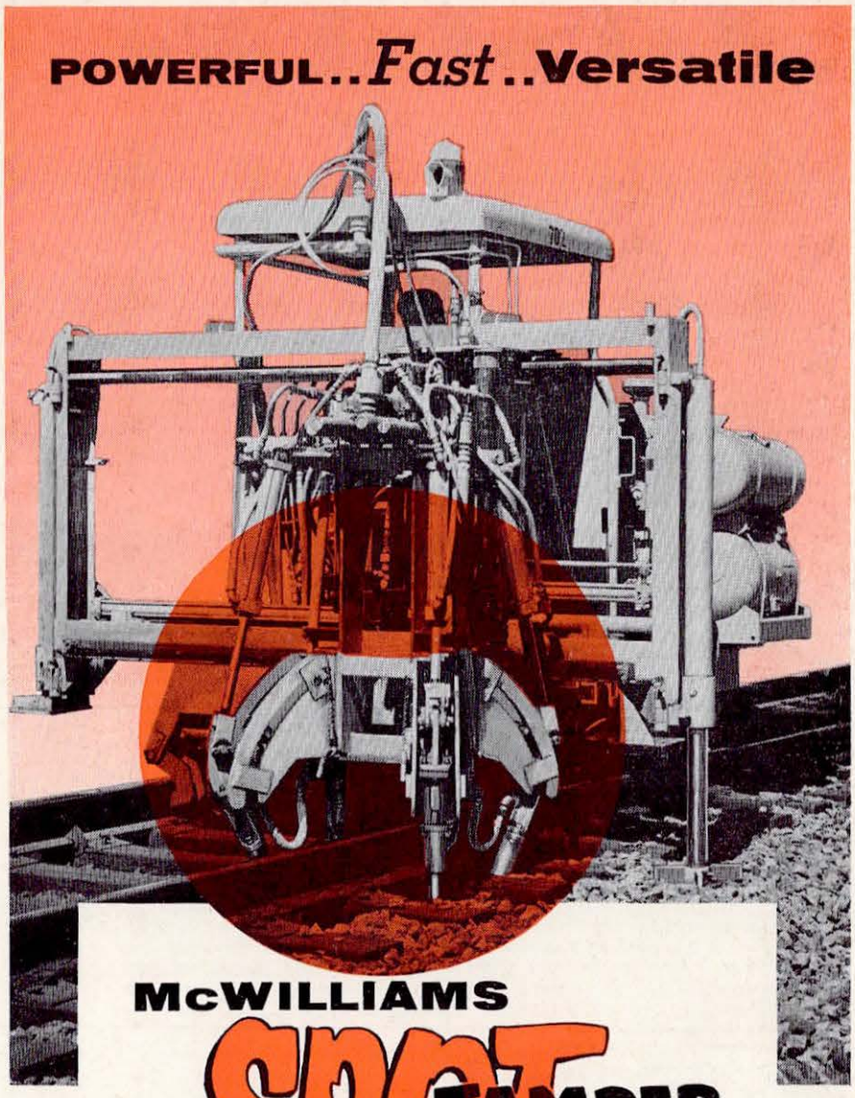
To say that everyone knows the railroad industry is in grave financial circumstances and is on the brink of disaster is probably the overstatement of the year. Students of transportation know this to be true. railroad managements know it, users of railroad transportation know it, and so do a growing number of others—but does the average American voter, or even the average state legislator, know it? It seems unlikely.

There are people who ought to know better who still look upon railroads as big business continually trying to squeeze the public by raising freight rates and trying to run truckers out of business. And while rural people may tend to be anti-labor, it does not follow that they are pro-railroad.

To most small farmers the truck has almost wholly replaced the railroad as a means of getting his goods to market. If he has any interest in railroads at all, it probably is in turning to them for reduced rates on hay when extreme drought burns up his pastures.

All of this is not to say that the Arkansas railroads would have fared any better

(*Continued on page 30*)



McWILLIAMS
SPOT TAMPER

With hydraulic jacks and air tamping, it provides ballast compaction equivalent to the McWilliams Multiple Tie Tamper. Travel speeds up to 25 mph, and means for setting off quickly. *Write for Bulletin ST-200.*

SPOT SURFACING . . .
Will correct cross level and pick up low joints on both rails with traversing head.

YARD and TERMINAL MAINTENANCE . . .
Tamps 85% of turnouts and has provisions for spiking guns, nutting attachments and other air tools.

WITH TIE GANGS . . .
Completely tamps all new ties a gang can install in a day.

WITH RAIL GANGS . . .
Will tamp all loose ties, keeping up with the gang.

ONE MAN OPERATION

Railway Maintenance Corporation

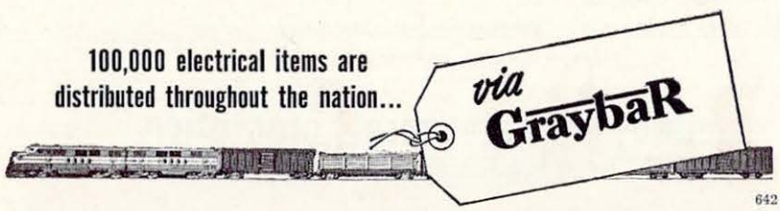
PITTSBURGH 30, PA.

LGLI
SEPTEMBER 14, 1902
SWITCH LIGHTING A SUCCESS IN CHICAGO FREIGHT YARDS
NEW YORK, – September 14, 1902. In a detailed and illustrated description of the large freight yards of the Chicago Transfer & Clearing Company in our issue of March 14, mention was made of the intention to light the switch lamps of the yard by electricity. Some 400 of these switches are now so lighted, and we understand the system is proven satisfactory in every respect.
The cost of operation of these electric switch lamps in connection with a power plant used for other lighting purposes is comparatively small, and considerably cheaper than by oil when tank houses, the necessary labor and the constant care of the lamps are taken into consideration. The convenience, cleanliness and safety of the system make it very desirable. At night the moment it grows dark the entire yard may be lighted in the time required to throw four switches at the power station.
The scheme and the equipment

Dateline 1902. Then, as now, American railroads were adopting new and better electrical devices for more efficient operation. Even at the turn of the century, Graybar had over 30 years experience in supplying "everything electrical" to America's expanding transportation industry.

Today, you'll find well over 100,000 different electrical items listed in Graybar catalogs. And your Railroad Pocket List gives the addresses of over 130 Graybar offices and warehouses in a pattern of locations that means prompt deliveries of products bearing the names of America's leading manufacturers to railroads from coast-to-coast.

For lighting yards, stations, shops – in fact for everything electrical – call upon your nearby Graybar Railroad representative for assistance. He'll be glad to oblige.



642

GRAYBAR ELECTRIC COMPANY, 420 LEXINGTON AVENUE, NEW YORK 17, N. Y.
OFFICES AND WAREHOUSES IN OVER 130 PRINCIPAL CITIES

ARKANSAS FULL-CREW LAW

(*Continued from page 29*)

if they had based their campaign on the real issue involved. It is to say that if other attempts are to be made to repeal full-crew laws or other measures which hurt railroads, the railroads need to start now to make some greater effort at the grass-roots level to get across to more people the essentiality of railroad transportation and the threat that exists to its future under private ownership.

This is not something that can be accomplished in a week or a month, or by a few advertisements in the heat of a political campaign. If more people in Arkansas had understood the real issue, the outcome of the election might have been different.

Perhaps the saddest aspect of campaigns such as the one recently fought out in Arkansas is that they pit railroad management against railroad labor as if the two were enemies unto death. This is indeed a sorry state of affairs, when the future of both the railroads and of railroad labor is at stake in the present competitive struggle with other forms of transportation.

September Accidents

The ICC has published its Bureau of Transport Economics and Statistics' preliminary summary of railroad accidents for September and this year's first nine months. The compilation, subject to revision, follows:

Items	*September 1958*	*9 months ended September 1958*
Number of train accidents*	297	2,675
Number of accidents resulting in casualties	38	224
Number of casualties in train, train-service and nontrain accidents:		
Trespassers:		
Killed	77	560
Injured	65	513
Passengers on trains:		
(a) In train accidents*		
Killed	44	46
Injured	53	344
(b) In train-service accidents		
Killed	—	7
Injured	86	862
Employees on duty:		
Killed	20	138
Injured	1,020	9,341
All other nontrespassers:**		
Killed	127	960
Injured	307	2,854
Total—All classes of persons:		
Killed	268	1,711
Injured	1,531	13,914

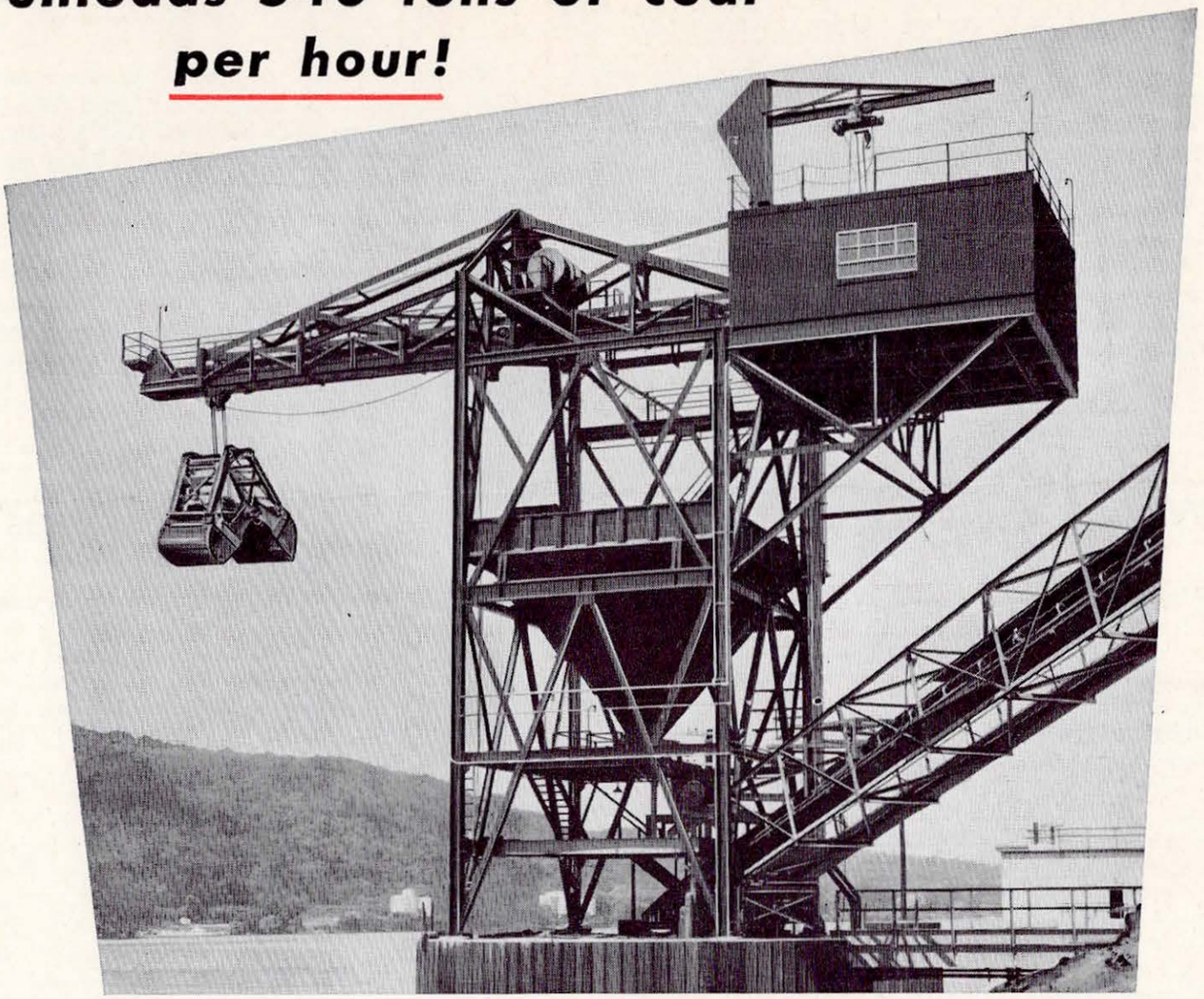
* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than $750 to railroad property. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:		
Killed	108	901
Injured	232	2,096

BROWNHOIST TOWER

unloads 540 tons of coal per hour!



Designed and built to unload coal from barges to a power plant on the Ohio River, this Industrial Brownhoist stationary tower crane achieves a production rate of 540 tons per hour! Barge hauls move barges to proper location underneath unloader and coal is transferred to 100 ton bin built into the tower and then fed on to a belt conveyor to the plant. All motions are controlled by operator from one position in operator's house which is pressurized with clean air provided by a blower.

The tower, with a 6-ton rope system, is fixed to a concrete cell and is of all-welded construction. Erection joints are fastened with high strength bolts. A pillar crane is fixed to the tower to service electrical and machinery parts in the machinery house.

Industrial Brownhoist designs and builds specialized equipment like this tower in any tonnage and capacity for handling any material at sea ports, steel mills, ore and coal docks and railroad yards throughout the world. For more information on reliable high speed, high capacity material handling equipment, write for catalog 562.

209

BROWNHOIST

CLAMSHELL BUCKET

250 TON WRECKING CRANE

COAL-ORE BRIDGE

CAR DUMPER

LOCOMOTIVE CRANE

INDUSTRIAL BROWNHOIST CORPORATION • BAY CITY, MICHIGAN • DISTRICT OFFICES: Cleveland, Philadelphia, Chicago, San Francisco, Montreal.

• **AGENCIES:** Detroit, Birmingham, Houston

Current Railroad Questions

Our previous column (Nov. 17, p. 13), raised the question about the desirability of a "no-claim" freight rate to cut damage losses. Our correspondent who suggested the question said existing law would not permit railroads to set such a rate. He pointed out, though, that the government has this kind of rate in Parcel Post, which charges extra for damage insurance.

Railroads, however, can't afford to limit their thinking to what is possible under existing laws and procedures, he added. Improved efficiency is obtained as much by determining what needs to be done and then finding ways of doing it as by improving existing methods. First comments on the suggested "no-claim" rate appeared November 17.

The question about staggered rail joints was suggested by Chief Engineer F. R. Smith of the Union RR. Mr. Smith also asked if there would be "a so-called 'low-joint' problem if the joint bar bolts are kept tight." These are technical problems, perhaps of major interest only to our engineering department readers. We're raising the rail-joint question here because we think there is a strong—and growing—interest on the part of railroad supervisory and managerial people in what is going on outside their own departments. Certainly, the path to top levels of railroading today seems to lead through assignments in a number of different departments. What's your reaction? Let us know what you would like to see here . . . *G.C.R.*

Would a 'No-Claim' Freight Rate Reduce Damage Losses?

Shippers Would Disapprove

"Referring to your current question as to whether a new type of freight rate, in which no allowance was made for the susceptibility of the commodity to loss or damage and carrying no claiming privilege, would help to reduce the freight claim bill:

"Our people do not feel this proposal would achieve the results expected and in addition the proposition would no doubt meet with disfavor from the shippers.

"Under the present rate structure, with certain exceptions, the carriers are considered to be insurers and the shippers would be reluctant to go without financial protection against loss and/or damage. There is also the question of legality of setting up a provision, tariff or otherwise, that would enable the carriers to evade legal responsibility for loss and damage caused by their own negligence.

"This subject, of course, becomes involved and much could be written on it. However, it all reverts to the basic common law with respect to liability and the various other Acts relative thereto which have been enacted during the years."—*A. Hart, assistant vice president—transportation, New York Central.*

Commission Approval Questionable

"Under present law, I question that the commission would approve a common carrier contracting to avoid liability accruing as the result of their own acts of negligence.

"However, the questions you pose are thought provoking and I shall be interested in any developments along this line."—*O. J. Wullstein, general claims agent, Union Pacific.*

'The Question is Moot'

"We think the question is moot.

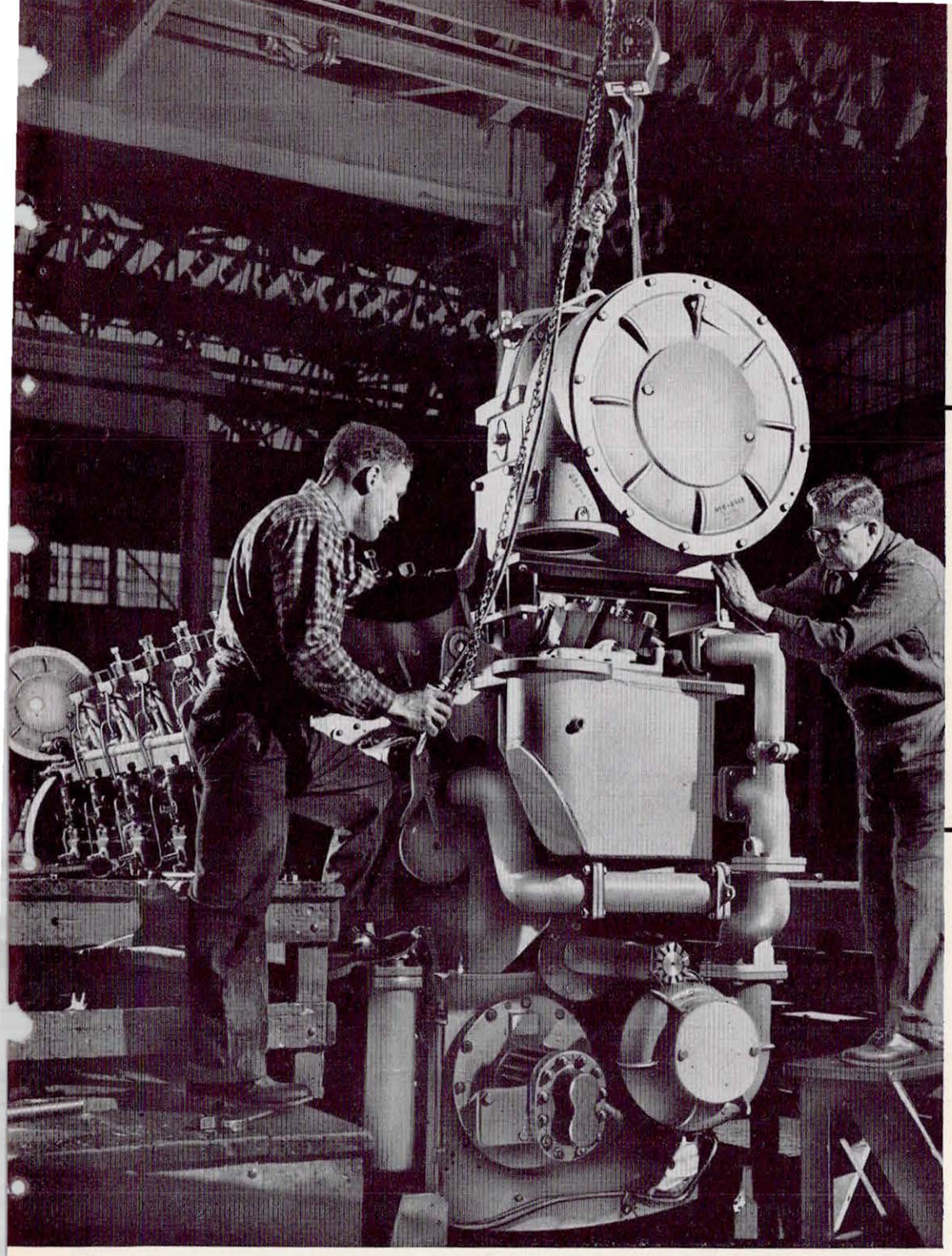
"No private common carrier would ever be permitted to absolve itself from the consequences of its acts, including loss and damage occurring to property in its possession, and we do not think it should be." *H. H. Clark, superintendent of transportation, Erie.*

Why Are Rail Joints Staggered at Midpoints of Rails?

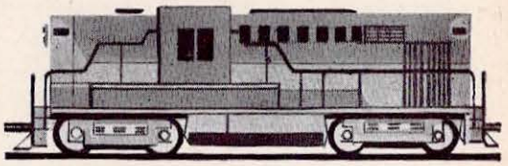
"It has been established over the years that ballasted track with staggered joints costs less to maintain and provides smoother riding than rail with square or opposite joints. Ballast distributes the load from traffic to the subgrade. The impact from traffic on staggered joints compared to square joints is approximately one-half as distributed to the localized subgrade areas. In addition, the strength of a continuous rail opposite a joint in the other rail assists in holding the track in alinement. This is particularly true for tracks on curves.

"There is a cost advantage for laying track with square joints on new secondary lines where traffic will be light and the speed will be slow. In such cases, the new trackage can be fabricated in panels at some central point, with a substantial reduction in cost for track laying. If trackage of this type is laid directly on earth subgrade which becomes unstable with adverse moisture conditions, there may be some advantage in maintaining square joints, depending upon conditions. Substantial settlement of staggered joints will create a poor cross level condition with the track going out of cross level in opposite directions at each joint. This condition will produce sway and rolling of cars in trains. In addition, the resultant lateral thrust from traffic under such cross level condition will move the track out of alinement. Square joints for similar roadbed support conditions require maintenance of reasonably good surface for them, or trouble will be experienced with rail end and angle bar breakages and vertical oscillation of cars."—*J. M. Budd, president, Great Northern.*

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in frequent weekly issues of this paper and is devoted to authoritative answers to questions of interest to railroaders at all levels of responsibility. Readers are invited to submit questions and, when so inclined, letters agreeing or disagreeing with our answers. We will pay $10 for questions suggested by readers, which are used in this column. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

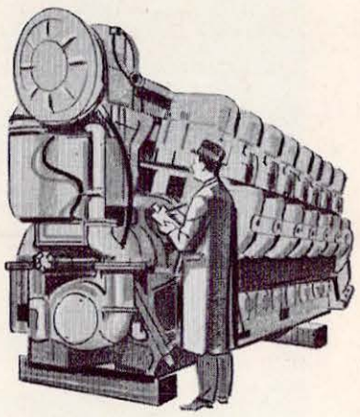


For added power and increased fuel efficiency, the ALCO turbo-supercharger is installed on each ALCO engine in the 900-2400 hp range.



LOCOMOTIVE

PARTS



SERVICE

A BIG POWER BONUS is added to every ALCO diesel engine with turbosupercharging. ALCO first introduced the diesel turbocharger in 1936. Today ALCO is the only manufacturer building both engines and turbochargers as matched components for better motive-power performance. ALCO's new turbocharged Model 251 engine has proved in more than 60 million miles of locomotive use that it combines added power with the low-cost operation that today's railroading requires. Since 1848, ALCO has been serving the needs of American railroads.

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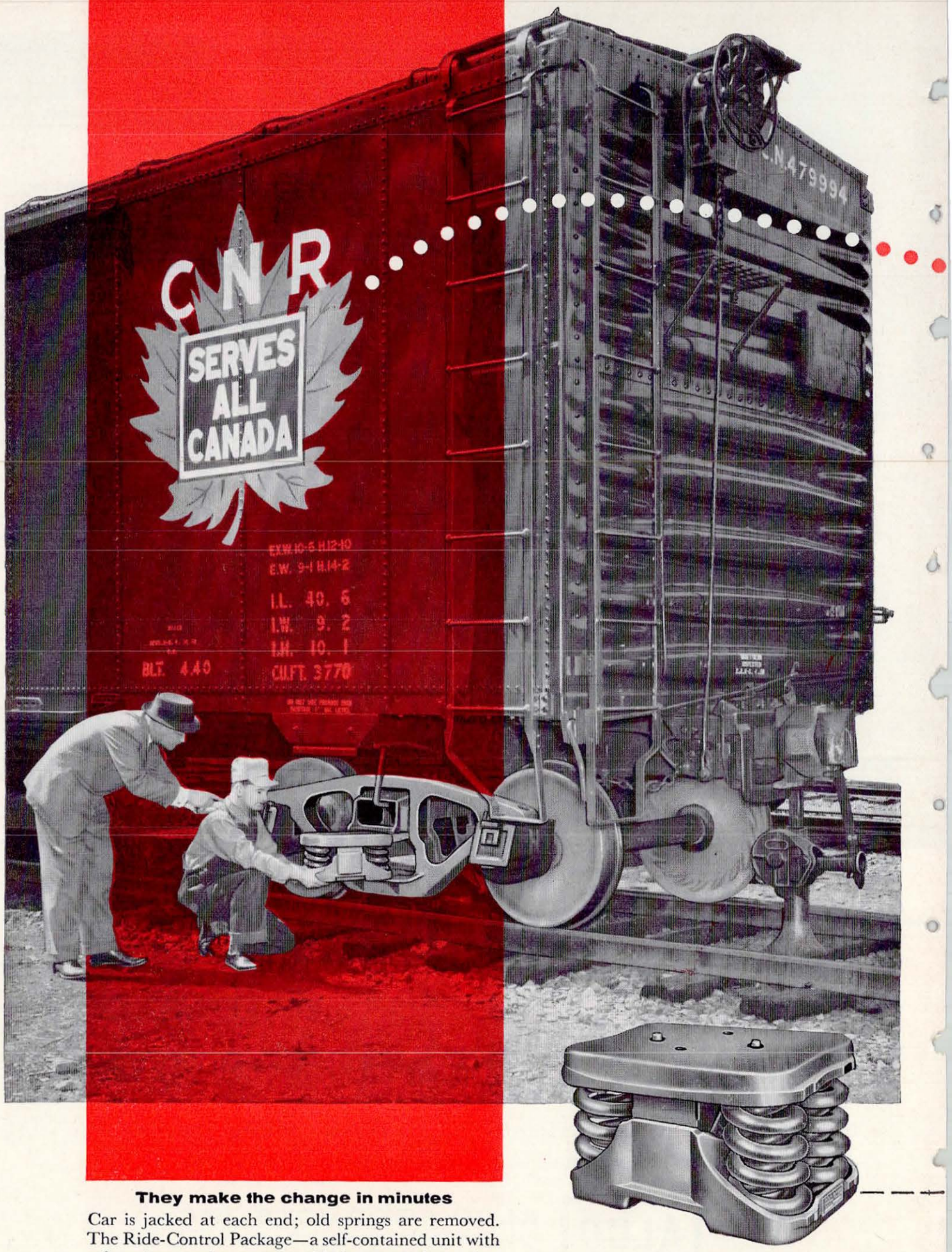
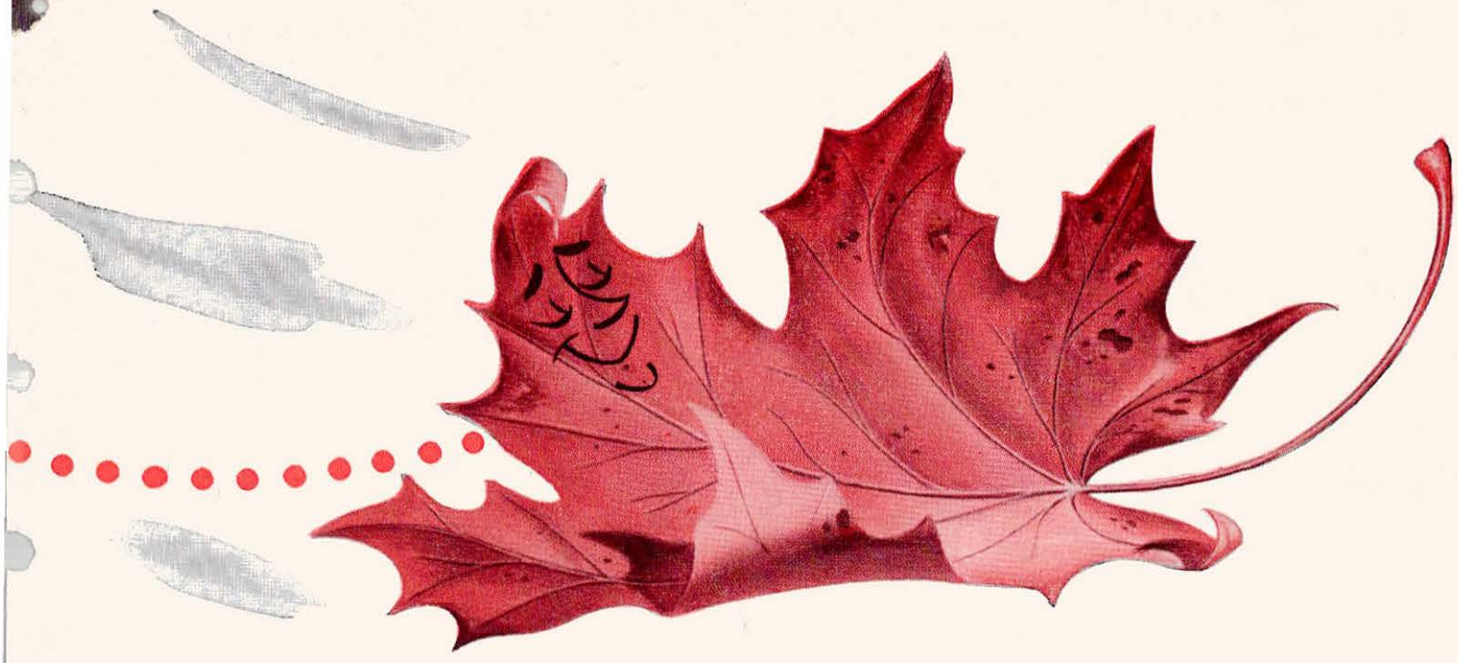


They make the change in minutes

Car is jacked at each end; old springs are removed. The Ride-Control Package—a self-contained unit with soft springs under constant friction control—is then slipped into place. That's all there is to it.



Now Even the Maple Leaf Rides Smoother!

1,121 of the Canadian National's older cars have been modernized with ASF Ride-Control Packages. At comparatively low cost, these cars now ride far more smoothly . . . they haul lading with greater safety . . . they're easier on themselves and the roadbed.

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GEARED TO PROGRESS P I R I MEMBER

Freight Operating Statistics of Large Railroads—Selected Items

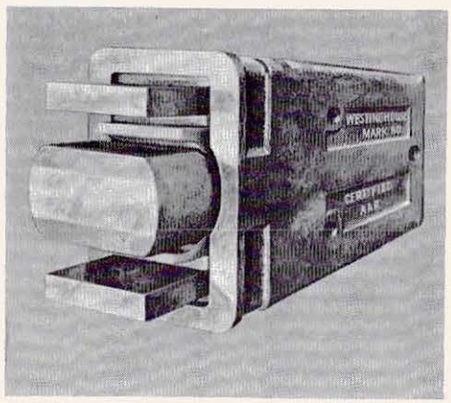
Region, Road and Year	Miles of road operated	Locomotive Miles: Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (thousands)	Car Miles: Per cent loaded	Ton-miles (thousands): Gross excl.locos & tenders	Ton-miles (thousands): Net rev. and non-rev.	Road-locos on lines: Serviceable: Unstored	Road-locos on lines: Serviceable: Stored	Road-locos on lines: Per cent: B. O.	Road-locos on lines: Per cent: B. O.
New England Region												
Boston & Maine	1958	1,559	206,957	207,509	4,251	7,880	63.4	539,133	222,599	65	20	11	11.5
	1957	1,560	230,904	231,645	5,484	9,133	64.8	614,014	259,330	75	3	3	3.7
Maine Central	1958	944	82,237	82,237	1,322	2,157	61.4	149,699	63,279	29	..	4	12.1
	1957	944	88,929	89,259	1,789	2,388	63.0	164,843	69,646	33	..	..	..
N. Y., N. H. & Htfd	1958	1,739	239,615	239,695	14,540	9,688	64.6	635,272	260,730	77	3	10	11.1
	1957	1,739	270,750	270,750	19,170	11,276	65.8	737,557	310,506	92	..	7	7.1
Great Lakes Region												
Delaware & Hudson	1958	764	147,614	149,075	1,461	7,477	64.9	528,066	263,841	34	3	5	11.9
	1957	771	169,316	174,845	6,443	9,427	69.9	662,363	353,809	38	..	2	5.0
Del., Lack. & Western	1958	922	236,824	240,507	11,151	10,062	65.9	673,944	281,138	59	..	6	9.2
	1957	927	255,596	263,735	20,164	11,996	69.7	779,838	339,000	62	..	1	1.6
Erie	1958	2,207	499,155	501,156	10,379	28,151	68.3	1,747,698	682,829	163	7	3	1.7
	1957	2,207	614,199	617,348	15,119	33,707	68.3	2,108,371	826,062	173	..	..	..
Grand Trunk Western	1958	951	176,652	177,181	1,063	5,457	59.2	396,947	159,118	39	14	18	25.4
	1957	951	221,141	228,523	1,573	7,308	59.5	525,848	202,860	55	14	14	16.9
Lehigh Valley	1958	1,118	195,375	197,839	2,913	8,692	64.7	595,908	267,181	29	..	5	14.7
	1957	1,133	228,047	231,300	4,477	10,456	67.4	720,937	341,753	31	..	3	8.8
New York Central	1958	10,470	1,939,981	1,955,145	104,018	79,484	59.2	5,919,057	2,666,354	355	12	41	10.0
	1957	10,570	2,135,286	2,162,136	113,502	91,797	59.7	6,703,227	2,967,314	489	2	34	6.5
New York, Chic. & St. L.	1958	2,155	543,734	543,734	4,082	25,878	65.0	1,832,958	808,808	100	31	5	3.7
	1957	2,155	696,688	712,242	5,059	31,151	66.3	2,166,908	976,553	159	14	18	9.4
Pitts. & Lake Erie	1958	221	55,030	55,030	..	2,214	62.8	205,808	128,251	15	1	1	5.9
	1957	221	64,387	64,387	..	2,915	67.5	257,537	162,533	14	..	1	6.7
Wabash	1958	2,379	455,778	456,357	3,871	19,518	63.5	1,356,860	547,915	116	..	1	.9
	1957	2,379	535,360	536,516	6,611	23,972	63.9	1,606,120	620,464	112	..	..	..
Central Eastern Region												
Baltimore & Ohio	1958	5,830	1,241,113	1,330,019	90,068	57,680	63.2	4,465,140	2,192,750	435	91	7	1.3
	1957	5,896	1,541,212	1,703,957	140,619	65,248	61.4	5,255,900	2,598,090	477	29	53	9.5
Bessemer & Lake Erie	1958	203	52,822	52,817	88	2,202	59.8	272,610	179,239	15	1	..	..
	1957	208	65,272	72,552	198	3,392	60.4	413,486	271,552	16	..	..	..
Central RR Co. of New Jersey	1958	600	104,952	106,217	5,449	4,169	64.9	317,778	167,028	61	..	6	9.0
	1957	612	124,120	125,466	6,645	4,900	65.2	368,476	192,173	67	..	2	2.9
Chicago & Eastern Ill.	1958	863	122,265	122,265	2,980	5,275	62.7	400,555	207,671	28	..	5	15.2
	1957	862	119,426	119,426	3,486	5,616	65.0	392,266	202,139	29	..	3	9.4
Elgin, Joliet & Eastern	1958	236	56,738	57,098	..	1,959	62.8	158,008	85,033	32	12	..	..
	1957	236	84,574	85,190	..	2,523	63.2	206,684	112,528	36	2	5	11.6
Long Island	1958	345	22,280	22,280	6,986	227	53.2	17,898	8,376	12	..	..	..
	1957	345	24,088	24,088	6,952	277	53.4	20,324	9,111	11	..	1	8.3
Pennsylvania System	1958	9,893	2,481,955	2,613,323	171,682	109,773	63.1	8,253,899	3,888,689	690	76	102	11.8
	1957	9,914	3,062,760	3,272,916	260,617	133,964	66.4	9,929,809	4,891,892	867	37	204	18.4
Reading	1958	1,302	271,766	272,981	7,492	10,728	59.2	912,287	479,257	141	12	33	17.7
	1957	1,303	357,741	359,784	12,724	13,229	62.9	1,091,060	585,766	161	19	7	3.7
Western Maryland	1958	844	135,556	140,014	7,351	5,548	63.3	478,046	271,999	38	5	2	4.4
	1957	846	168,763	173,774	8,148	6,847	64.7	589,431	342,738	53	..	..	..
Pocahontas Region												
Chesapeake & Ohio	1958	5,066	1,203,691	1,207,835	22,824	59,789	56.6	5,352,883	3,022,563	590	2	22	3.6
	1957	5,067	1,609,198	1,615,570	32,101	76,974	57.2	6,974,997	3,966,850	629	3	77	10.9
Norfolk & Western	1958	2,106	616,751	654,277	45,029	33,228	56.4	3,219,127	1,770,968	184	33	7	3.1
	1957	2,110	759,725	831,128	68,376	42,160	57.8	4,042,597	2,270,864	242	11	11	4.2
Rich. Fred. & Potomac	1958	110	31,639	31,639	687	2,151	67.0	140,141	57,630	11	4	..	..
	1957	110	37,436	37,436	780	2,595	70.4	161,403	68,716	15	..	..	..
Virginian	1958	608	143,053	145,498	3,647	7,506	53.3	732,516	410,968	52	16	11	13.9
	1957	611	186,544	190,144	5,534	9,900	54.7	977,181	563,185	64	1	9	12.2
Southern Region												
Atlantic Coast Line	1958	5,296	575,535	575,535	5,654	21,303	58.7	1,610,312	722,460	88	34	1	.8
	1957	5,283	684,669	684,678	8,321	23,429	61.0	1,747,690	808,249	108	29	2	1.4
Central of Georgia	1958	1,730	187,093	187,093	2,439	7,416	65.2	561,393	267,193	33	..	2	5.7
	1957	1,730	188,737	188,737	1,881	8,117	66.8	586,303	289,513	34	..	1	2.9
Cinn., New Orleans & T. P.	1958	334	119,714	119,714	602	7,510	68.3	472,338	211,108	22	..	6	21.4
	1957	336	135,133	135,133	769	8,566	68.2	539,738	232,523	23	..	6	20.7
Florida East Coast	1958	571	89,129	89,129	..	2,863	53.6	230,089	89,403	50	..	3	5.7
	1957	571	104,716	104,716	125	3,280	54.1	256,767	99,147	51	..	7	12.1
Gulf, Mobile & Ohio	1958	2,717	252,790	252,790	114	14,819	67.8	1,030,741	494,766	86	..	5	5.5
	1957	2,717	269,323	269,323	107	15,147	68.7	1,045,974	509,476	86	..	5	5.5
Illinois Central	1958	6,497	973,369	973,369	26,718	44,934	62.7	3,305,114	1,555,821	204	72	94	25.4
	1957	6,502	1,133,428	1,133,428	32,064	50,234	63.9	3,675,977	1,726,666	243	68	61	16.4
Louisville & Nashville(*)	1958	5,680	860,176	861,046	16,329	35,286	60.4	2,761,065	1,376,971	155	..	2	1.3
	1957	5,686	1,063,322	1,068,132	18,767	39,414	63.1	2,975,234	1,534,836	178	..	9	4.8
Seaboard Air Line	1958	4,135	590,395	590,395	629	21,848	60.1	1,672,059	777,527	143	..	7	4.7
	1957	4,049	578,746	578,746	1,084	22,646	61.1	1,659,372	757,676	140	..	6	4.1
Southern	1958	6,249	835,011	835,203	9,282	38,988	66.1	2,660,709	1,254,073	192	1	12	5.9
	1957	6,251	865,455	865,515	10,707	41,416	68.4	2,738,586	1,294,666	178	..	11	5.8
Northwestern Region												
Chicago & North Western	1958	9,254	859,953	859,593	11,793	34,191	60.3	2,611,995	1,025,730	169	..	8	4.5
	1957	9,252	964,248	964,248	9,745	35,367	60.8	2,745,872	1,114,061	185	..	9	4.6
Chicago Great Western	1958	1,437	133,486	133,486	184	7,403	66.3	522,738	244,032	26	..	..	..
	1957	1,437	137,168	137,168	192	7,842	66.0	552,886	256,333	31	..	1	3.1
Chic., Milw., St. P. & Pac.	1958	10,583	935,979	951,702	14,034	44,934	63.4	3,202,284	1,463,422	282	8	9	3.0
	1957	10,607	1,080,970	1,097,995	18,106	47,888	59.5	3,509,544	1,515,416	292	..	11	3.6
Duluth, Missabe & Iron Range	1958	562	102,716	102,950	434	5,588	52.4	630,803	388,286	65	25	3	3.2
	1957	566	167,738	168,254	801	8,136	51.2	871,329	535,108	70	3	7	8.8
Great Northern	1958	8,263	1,014,453	1,019,953	26,817	45,543	64.7	3,437,997	1,691,173	266	..	5	1.8
	1957	8,273	1,218,280	1,223,353	25,441	50,302	62.1	3,968,312	1,966,797	252	60	13	4.0
Minneap., St. P. & S. St. Marie	1958	4,169	378,307	380,271	2,185	13,916	63.2	998,240	465,108	84	8	3	3.2
	1957	4,169	471,421	473,454	2,275	15,367	61.0	1,130,961	513,688	85	8	6	6.1
Northern Pacific	1958	6,533	792,260	801,362	11,065	37,348	65.9	2,606,650	1,193,028	232	12	4	1.6
	1957	6,534	907,433	918,818	19,994	38,717	61.5	2,802,826	1,227,366	256	51	10	3.2
Spokane, Portland & Seattle	1958	935	149,376	149,376	1,385	7,225	80.3	449,688	220,806	55	..	..	..
	1957	944	151,645	151,645	1,436	7,004	74.6	461,433	209,058	56	..	..	..
Central Western Region												
Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)	1958	13,097	2,088,505	2,273,303	52,904	104,104	67.6	7,035,675	2,840,379	569	7	107	15.7
	1957	13,172	2,408,817	2,584,285	52,114	110,996	64.3	7,641,567	2,900,067	572	15	91	13.4
Chic., Burl. & Quincy	1958	8,695	1,030,553	1,026,525	20,772	48,249	65.3	3,259,460	1,415,601	132	23	69	30.8
	1957	8,728	1,163,660	1,159,978	27,355	51,744	63.8	3,567,619	1,539,161	164	28	31	13.9
Chic., Rock I. & Pac.	1958	7,560	901,190	900,022	3,823	35,132	62.1	2,588,575	1,143,003	171	..	14	7.6
	1957	7,576	982,421	978,363	3,189	38,222	61.9	2,807,810	1,226,463	176	..	10	5.4
Denver & R. G. Wn.	1958	2,155	309,298	328,398	34,542	16,260	74.3	1,087,801	522,530	78	14	2	2.1
	1957	2,155	343,085	368,528	32,314	16,947	68.7	1,183,948	556,568	89	4	2	2.1
Southern Pacific	1958	8,025	2,063,043	2,173,586	129,857	99,646	64.9	6,818,557	2,772,597	665	12	64	8.6
	1957	8,036	2,299,927	2,393,509	152,444	106,909	63.1	7,421,124	2,939,074	707	96	29	3.5
Union Pacific	1958	9,748	2,260,184	2,300,976	64,265	110,852	64.8	7,434,577	3,020,914	361	42	82	16.9
	1957	9,786	2,545,113	2,613,346	110,587	121,174	62.1	8,416,561	3,395,014	435	31	71	13.2
Western Pacific	1958	1,189	242,568	251,434	21,415	11,611	72.4	729,954	323,655	46	..	1	2.1
	1957	1,190	265,368	286,828	12,318	12,389	66.7	830,677	360,739	47	..	..	..
Southwestern Region												
Kansas City Southern	1958	886	114,131	114,131	372	7,319	69.0	516,709	237,522	18	..	2	10.0
	1957	886	141,566	141,568	182	8,342	67.3	597,068	270,770	26	..	1	3.7
Louisiana & Arkansas	1958	746	69,366	69,366	43	3,746	65.2	292,849	140,894	18	..	..	..
	1957	746	82,295	82,295	10	3,964	63.9	307,008	142,825	18	..	..	..
Mo.-Kans.-Texas Lines	1958	2,915	213,232	213,232	1,920	10,268	61.8	725,871	322,771	71	..	4	5.3
	1957	3,172	256,151	256,151	2,598	12,337	64.2	839,078	364,497	77	..	2	2.5
Missouri Pacific	1958	9,529	1,052,603	1,052,603	8,065	50,964	66.3	3,613,572	1,695,828	198	21	14	6.0
	1957	9,660	1,155,776	1,155,776	9,202	54,846	64.8	3,887,802	1,766,932	364	..	25	6.4
St. Louis-San Francisco	1958	4,541	544,988	544,988	5,112	23,144	68.3	1,539,191	709,792	76	5	20	19.8
	1957	4,573	622,838	622,838	5,978	25,426	66.3	1,724,316	787,375	101	..	8	7.3
St. Louis-San Fran. & Texas	1958	141	14,703	14,703	..	519	68.7	36,760	18,248	2	..	..	..
	1957	154	17,429	17,429	..	544	65.4	38,728	18,323	2	..	..	..
St. Louis Southw. Lines	1958	1,554	292,738	292,738	1,590	13,471	75.7	836,819	374,070	53	..	1	1.9
	1957	1,554	316,282	316,282	1,516	14,649	72.7	908,829	406,259	57	..	2	3.4
Texas & New Orleans	1958	4,271	613,711	613,711	600	27,381	64.2	1,958,214	883,501	139	..	1	.7
	1957	4,272	652,884	652,884	918	27,777	64.2	1,962,871	872,936	141	..	2	1.4
Texas & Pacific	1958	1,822	236,791	236,791	2,314	11,930	65.3	848,958	343,812	38	..	2	5.0
	1957	1,822	272,868	272,868	5,327	13,373	63.0	967,282	376,695	41	..	1	2.4

For the Month of August 1958 Compared with August 1957

Region	Road	Year	Freight cars on line: Home	Foreign	Total	Per Cent B. O.	G.t.m.per train-hr. excl.locos. and tenders	G.t.m.per train-mi. excl.locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
New England Region	Boston & Maine	1958	2,563	7,034	9,597	4.0	40,234	2,610	1,078	28.2	768	42.9	4,606	15.4	80.4
		1957	1,768	8,230	9,998	1.6	39,765	2,667	1,126	28.4	875	47.5	5,362	15.0	106.8
	Maine Central	1958	2,414	2,330	4,744	5.3	25,976	1,826	772	29.3	428	23.8	2,162	14.3	94.0
		1957	2,139	2,524	4,663	4.3	25,549	1,855	784	29.2	488	26.5	2,380	13.8	101.8
	N. Y., N. H. & Htfd	1958	2,781	11,801	14,582	4.7	40,893	2,651	1,088	26.9	597	34.4	4,836	15.4	112.0
		1957	2,663	13,008	15,671	3.1	42,442	2,724	1,147	27.5	640	35.3	5,760	15.6	118.1
Great Lakes Region	Delaware & Hudson	1958	6,091	5,183	11,274	7.9	62,671	3,599	1,798	35.3	784	34.2	11,140	17.5	128.7
		1957	2,071	6,071	8,142	4.9	65,652	3,934	2,102	37.5	1,383	52.7	14,803	16.8	161.1
	Del., Lack. & Western	1958	6,269	8,217	14,486	8.1	49,624	2,883	1,203	27.9	648	35.2	9,836	17.4	139.1
		1957	4,753	12,247	17,000	4.3	53,968	3,108	1,351	28.3	678	34.4	11,797	17.7	162.7
	Erie	1958	11,292	13,802	25,094	6.6	69,989	3,531	1,379	24.3	878	53.0	9,980	20.0	106.2
		1957	8,624	19,703	28,327	3.4	69,675	3,467	1,358	24.5	957	57.2	12,074	20.3	132.1
	Grand Trunk Western	1958	5,759	7,552	13,311	6.0	48,521	2,255	904	29.2	391	22.7	5,397	21.6	85.3
		1957	4,987	7,801	12,788	7.9	48,199	2,391	922	27.8	501	30.3	6,881	20.3	94.5
	Lehigh Valley	1958	7,768	7,797	15,565	10.6	60,801	3,091	1,386	30.7	557	28.0	7,709	19.9	212.7
		1957	4,108	9,764	13,872	5.0	65,947	3,207	1,520	32.7	804	36.5	9,730	20.9	246.2
	New York Central	1958	75,553	73,077	148,630	8.1	52,620	3,082	1,388	33.5	620	31.2	8,215	17.2	169.0
		1957	55,879	82,604	138,483	3.2	50,904	3,184	1,410	32.3	711	36.9	9,056	16.2	159.6
	New York, Chic. & St. L.	1958	11,575	11,075	22,650	14.0	60,898	3,412	1,506	31.3	1,136	55.9	12,107	18.1	145.1
		1957	9,072	17,215	26,287	8.2	54,888	3,156	1,422	31.3	1,193	57.4	14,618	17.6	131.2
	Pitts. & Lake Erie	1958	3,977	4,682	13,659	7.0	62,651	3,750	2,337	57.9	329	9.0	18,720	16.8	111.8
		1957	4,927	8,810	13,737	4.5	60,898	4,021	2,537	55.8	405	10.3	23,724	15.2	142.5
	Wabash	1958	10,745	8,517	19,262	6.7	65,463	2,898	1,207	28.1	918	51.5	7,429	22.0	134.5
		1957	9,581	9,983	19,564	4.5	65,911	3,009	1,162	25.9	1,022	61.8	8,413	22.0	165.7
Central Eastern Region	Baltimore & Ohio	1958	63,527	40,584	104,111	19.3	56,897	3,644	1,789	38.0	688	28.6	12,133	15.8	90.4
		1957	51,360	43,453	94,813	8.9	52,184	3,465	1,713	39.8	879	36.0	14,215	15.3	112.7
	Bessemer & Lake Erie	1958	5,976	870	6,846	10.4	88,538	5,695	3,744	81.4	751	15.4	28,482	17.2	129.5
		1957	4,294	839	5,133	9.8	116,639	6,467	4,247	80.1	1,536	31.8	42,114	18.4	160.1
	Central RR Co. of New Jersey	1958	4,110	8,615	12,725	17.1	42,655	3,160	1,661	40.1	429	16.5	8,980	14.1	76.4
		1957	2,364	9,483	11,847	10.0	41,504	3,069	1,601	39.2	528	20.6	10,129	14.0	91.6
	Chicago & Eastern Ill.	1958	2,717	2,866	5,583	16.9	58,356	3,300	1,711	39.4	1,146	46.4	7,763	17.8	135.5
		1957	2,918	3,322	6,240	13.6	56,417	3,302	1,701	36.0	1,040	44.5	7,565	17.2	133.2
	Elgin, Joliet & Eastern	1958	7,934	5,014	12,948	5.9	23,322	2,915	1,569	43.4	214	7.8	11,623	8.4	57.0
		1957	7,288	9,632	16,920	5.9	20,856	2,590	1,410	44.6	217	7.7	15,381	8.5	84.9
	Long Island	1958	..	2,956	2,956	.5	6,185	814	381	36.9	94	4.8	783	7.7	115.9
		1957	..	3,345	3,345	.3	6,204	867	389	32.9	93	5.3	852	7.4	131.0
	Pennsylvania System	1958	137,616	66,899	204,515	16.1	57,139	3,423	1,613	35.4	626	28.0	12,680	17.2	114.1
		1957	97,673	97,142	194,815	9.5	53,931	3,330	1,641	36.5	814	33.5	15,917	16.6	112.3
	Reading	1958	17,923	16,338	34,261	17.2	51,513	3,357	1,763	44.7	461	17.4	11,874	15.3	59.7
		1957	12,589	20,873	33,462	4.2	48,915	3,050	1,637	44.3	563	20.2	14,502	16.0	74.6
	Western Maryland	1958	7,767	2,857	10,624	5.1	51,552	3,589	2,042	49.0	764	24.6	10,396	14.6	117.4
		1957	4,802	2,948	7,750	3.1	52,694	3,603	2,095	50.1	1,412	43.6	13,069	15.1	124.8
Pocahontas Region	Chesapeake & Ohio	1958	65,200	27,843	93,043	3.8	82,047	4,468	2,523	50.6	1,040	36.3	19,246	18.4	69.8
		1957	57,222	38,427	95,649	.5	81,192	4,361	2,480	51.5	1,334	45.3	25,254	18.7	82.0
	Norfolk & Western	1958	41,796	8,264	50,060	7.5	93,054	5,330	2,932	53.3	1,113	37.0	27,126	17.8	110.3
		1957	34,779	10,363	45,142	1.1	92,506	5,495	3,087	53.9	1,570	50.4	34,717	17.4	119.7
	Rich. Fred. & Potomac	1958	107	970	1,077	3.0	84,934	4,437	1,824	26.8	1,726	96.2	16,900	19.2	73.5
		1957	62	984	1,046	1.1	84,770	4,317	1,838	26.5	2,022	108.5	20,151	19.7	88.3
	Virginian	1958	13,810	1,442	15,252	3.2	76,027	5,204	2,920	54.8	873	29.9	21,804	14.8	67.7
		1957	10,702	1,467	12,169	1.8	77,205	5,339	3,077	56.9	1,465	47.0	29,734	14.7	94.2
Southern Region	Atlantic Coast Line	1958	21,794	13,087	34,881	5.1	48,506	2,808	1,260	33.9	658	33.1	4,401	17.3	171.2
		1957	19,764	18,000	37,764	2.9	46,991	2,558	1,183	34.5	693	32.9	4,935	18.4	178.9
	Central of Georgia	1958	3,990	4,439	8,429	4.2	53,619	3,003	1,429	36.0	992	42.3	4,982	17.9	186.1
		1957	2,078	6,780	8,858	3.6	52,787	3,114	1,538	35.7	1,092	45.8	5,398	17.0	194.5
	Cinn., New Orleans & T. P.	1958	583	5,444	6,027	2.0	95,828	3,969	1,774	28.1	1,095	57.0	20,389	24.3	130.4
		1957	453	4,796	5,249	1.2	87,696	3,958	1,734	27.1	1,414	76.3	22,324	22.3	156.9
	Florida East Coast	1958	852	2,612	3,464	.8	45,625	2,592	1,007	31.2	830	49.6	5,051	17.7	57.8
		1957	510	3,011	3,521	.9	42,385	2,464	951	30.2	895	54.7	5,601	17.3	63.9
	Gulf, Mobile & Ohio	1958	6,429	10,586	17,015	5.9	76,795	4,083	1,960	33.4	943	41.6	5,874	18.8	97.6
		1957	5,402	9,840	15,242	7.9	73,268	3,885	1,892	33.6	1,063	46.0	6,049	18.9	104.2
	Illinois Central	1958	26,984	21,459	48,443	4.2	59,623	3,425	1,612	34.6	1,033	47.6	7,725	17.6	95.3
		1957	25,241	25,142	50,384	2.1	56,147	3,277	1,539	34.4	1,077	49.9	8,566	17.3	109.3
	Louisville & Nashville(*)	1958	36,160	17,064	53,224	7.5	53,239	3,217	1,604	39.0	844	35.8	7,820	16.6	198.7
		1957	28,162	19,471	47,633	4.9	50,631	2,804	1,446	38.9	1,026	41.8	8,707	18.1	203.2
	Seaboard Air Line	1958	17,162	12,254	29,416	3.1	55,244	2,882	1,340	35.6	880	41.1	6,066	19.5	146.8
		1957	12,772	14,125	26,897	2.8	52,897	2,918	1,332	33.5	930	45.5	6,036	18.4	144.0
	Southern	1958	19,207	26,759	45,966	4.9	53,699	3,196	1,507	32.2	878	41.3	6,474	16.9	151.3
		1957	17,252	24,071	41,323	5.2	52,472	3,178	1,502	31.3	1,010	47.3	6,681	16.6	159.6
Northwestern Region	Chicago & North Western	1958	21,704	28,983	50,687	4.9	53,109	3,063	1,203	30.0	641	35.4	3,576	17.5	176.0
		1957	21,522	35,049	56,571	5.3	49,018	2,875	1,167	31.5	643	33.6	3,884	17.2	172.9
	Chicago Great Western	1958	1,829	4,113	5,942	3.7	71,510	3,922	1,831	33.0	1,303	59.6	5,478	18.3	179.2
		1957	1,970	4,705	6,675	3.1	73,288	4,041	1,874	32.7	1,230	57.1	5,754	18.2	144.6
	Chic., Milw., St. P. & Pac.	1958	32,674	27,763	60,437	5.2	64,807	3,428	1,566	32.6	772	37.3	4,461	18.9	112.1
		1957	31,393	33,879	65,272	5.9	60,217	3,259	1,407	31.6	742	39.4	4,609	18.5	129.7
	Duluth, Missabe & Iron Range	1958	13,999	878	14,877	5.3	111,825	6,635	4,084	69.5	841	23.1	22,287	18.2	41.9
		1957	13,465	1,085	14,550	4.0	93,490	5,481	3,366	65.8	1,187	35.2	30,497	18.0	79.1
	Great Northern	1958	22,549	25,443	47,992	3.0	62,600	3,443	1,693	37.1	1,142	47.5	6,602	18.5	136.2
		1957	23,053	27,630	50,683	2.6	58,819	3,316	1,643	39.1	1,325	54.6	7,669	18.1	134.9
	Minneap., St. P. & S St. Marie	1958	6,203	9,264	15,467	5.2	53,927	2,643	1,232	33.4	1,017	48.2	3,599	20.4	143.0
		1957	6,587	11,165	17,752	2.8	50,136	2,409	1,094	33.4	1,021	50.1	3,975	20.9	178.6
	Northern Pacific	1958	17,698	19,536	37,234	3.3	65,561	3,293	1,507	31.9	1,051	49.9	5,891	19.9	113.3
		1957	17,651	22,172	39,823	3.8	60,552	3,099	1,357	31.7	1,049	53.8	6,059	19.6	103.9
	Spokane, Portland &[Seattle	1958	1,664	4,489	6,153	3.0	42,774	3,030	1,488	30.6	1,165	47.5	7,618	14.2	98.2
		1957	1,503	5,038	6,541	1.8	44,165	3,061	1,387	29.8	1,075	48.3	7,144	14.5	102.8
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)	1958	56,568	30,136	86,704	7.1	75,722	3,376	1,363	27.3	1,050	56.9	6,996	22.5	117.8
		1957	55,508	32,689	88,197	6.1	73,173	3,178	1,206	26.1	1,051	62.6	7,102	23.1	133.3
	Chic., Burl. & Quincy	1958	23,523	18,801	42,324	4.2	64,484	3,172	1,378	29.3	1,055	55.0	5,252	20.4	160.3
		1957	20,271	23,527	43,798	3.6	62,744	3,076	1,327	29.7	1,093	57.6	5,689	20.5	184.5
	Chic., Rock I. & Pac.	1958	15,447	24,944	40,391	5.5	56,763	2,884	1,274	32.5	889	44.0	4,877	19.8	169.5
		1957	12,205	24,463	36,668	5.5	56,684	2,868	1,253	32.1	1,083	54.5	5,222	19.8	181.1
	Denver & R. G. Wn.	1958	7,601	8,645	16,246	4.5	68,718	3,526	1,693	32.1	1,047	43.8	7,822	19.5	129.2
		1957	6,798	9,582	16,380	2.5	62,756	3,460	1,627	32.8	1,162	51.5	8,331	18.2	143.7
	Southern Pacific	1958	31,915	42,848	74,763	2.1	67,127	3,344	1,360	27.8	1,162	64.4	11,145	20.3	109.3
		1957	29,702	43,771	73,473	1.9	65,154	3,273	1,296	27.5	1,263	72.8	11,798	20.2	108.6
	Union Pacific	1958	31,260	38,828	70,088	2.2	85,049	3,307	1,344	27.3	1,405	79.5	9,997	25.9	161.2
		1957	31,394	37,795	69,189	1.8	84,035	3,330	1,343	28.0	1,599	91.9	11,191	25.4	169.6
	Western Pacific	1958	2,634	4,033	6,667	2.4	78,112	3,022	1,340	27.9	1,688	83.6	8,781	26.0	193.9
		1957	2,378	4,376	6,754	2.4	76,872	3,142	1,364	29.1	1,844	94.9	9,779	24.6	218.7
Southwestern Region	Kansas City Southern	1958	2,887	4,294	7,181	5.7	90,986	4,538	2,086	32.5	1,073	47.9	8,648	20.1	202.7
		1957	2,057	5,385	7,442	3.5	81,013	4,241	1,923	32.5	1,150	52.7	9,858	19.2	194.2
	Louisiana & Arkansas	1958	2,431	2,631	5,062	7.5	78,051	4,227	2,034	37.6	891	36.3	6,092	18.5	162.2
		1957	1,921	3,597	5,518	4.5	71,614	3,741	1,740	36.0	853	37.0	6,176	19.2	181.8
	Mo.-Kans.-Texas Lines	1958	5,388	7,143	12,531	9.9	54,978	3,425	1,523	31.4	807	41.6	3,572	16.2	100.8
		1957	3,996	7,072	11,068	8.9	55,808	3,304	1,435	29.5	1,026	54.0	3,707	17.0	115.2
	Missouri Pacific	1958	22,313	22,510	44,823	9.1	67,957	3,452	1,620	33.3	1,180	53.5	5,741	19.8	163.4
		1957	19,711	26,632	46,343	5.1	68,298	3,375	1,534	32.2	1,208	57.9	5,900	20.3	102.1
	St. Louis-San Francisco	1958	11,263	11,334	22,597	2.0	56,443	2,840	1,310	30.7	1,120	53.5	5,042	20.0	184.5
		1957	9,522	13,178	22,700	1.6	56,183	2,778	1,269	31.0	1,141	55.6	5,554	20.3	204.5
	St. Louis-San Fran. & Texas	1958	..	391	391	..	45,271	2,500	1,241	35.2	1,345	55.7	4,175	18.1	250.6
		1957	..	457	457	4.8	40,766	2,222	1,051	33.7	1,292	58.7	3,838	18.3	294.1
	St. Louis Southw. Lines	1958	2,559	3,728	6,287	2.7	65,715	2,888	1,291	27.8	1,919	91.3	7,765	23.0	190.0
		1957	1,751	4,044	5,795	2.1	62,557	2,878	1,287	27.7	2,180	108.1	8,433	21.8	188.6
	Texas & New Orleans	1958	6,644	16,990	23,634	2.1	70,225	3,213	1,449	32.3	1,249	60.3	6,673	22.0	150.6
		1957	5,911	16,258	22,169	1.7	63,300	3,024	1,345	31.4	1,276	63.2	6,592	21.1	162.1
	Texas & Pacific	1958	3,349	5,798	9,147	3.8	78,687	3,596	1,456	28.8	1,203	63.9	6,087	21.9	208.5
		1957	2,922	5,623	8,545	2.8	76,308	3,573	1,391	28.2	1,341	75.6	6,669	21.5	222.1

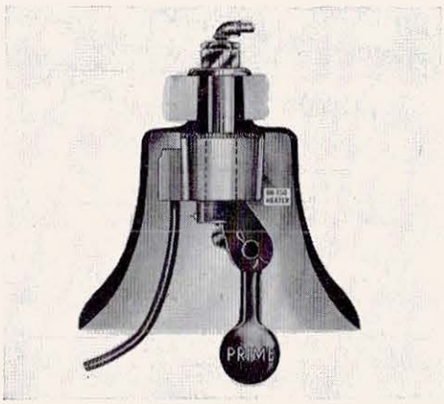
*Includes operations of Nashville, Chattanooga & St. Louis, merged into Louisville & Nashville on August 30, 1957.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

New Products Report



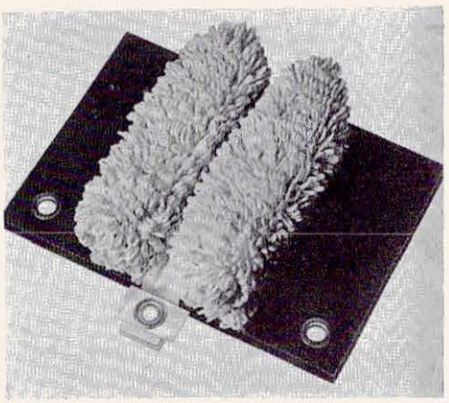
Friction Draft Gear

The Mark 80 friction draft gear, now available for the alternate standard 36-in. draft pockets in freight cars, has been conditionally approved by the AAR Mechancial Division. It is said to give several times more protection than is provided by 24 5/8-in. pocket gears. It is constructed of alloy steels and has an official capacity of 77,320 ft-lb at 4.39 in. of travel with a total of 447,000 lb of reaction force. *Cardwell Westinghouse Company, Dept. RA, 332 S. Michigan Ave., Chicago 4.*



Bell-Ringer Heater

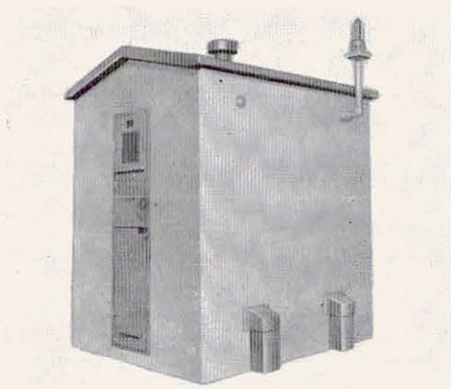
The new Prime bell-ringer heater operates from 74 volts d-c and has a current draw approximating a 30-watt bulb. It will prevent air-line moisture from freezing in temperatures as low as 70 deg below zero. If a locomotive has been standing overnight, the heater will thaw the bell ringer in a few minutes. This bell-ringer heater, Part No. BR-150, can be installed on any BR-106 bell ringer without the use of special tools and without removing the ringer from the bell. *Prime Mfg. Co., Dept. RA, 1669 S. First St., Milwaukee 4.*



Journal Lubricator

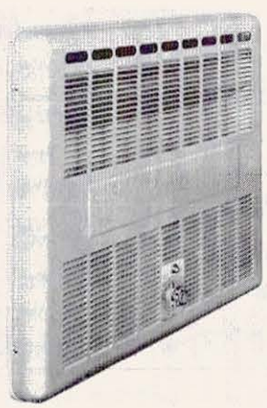
The Premier journal lubricator has a wool felt base, twin foam-neoprene center cores, and cotton duck covering with chenille wicking loops, and is said to provide low journal operating temperature with low sensitivity to dirt.

Two strands of tufts clear the journal on each side. As a car starts to move, tufts from one side are drawn under the journal, immediately depositing a quantity of oil. *Premier Manufacturing Corporation, Dept. RA, 107 Penn Ave., Pittsburgh 21.*



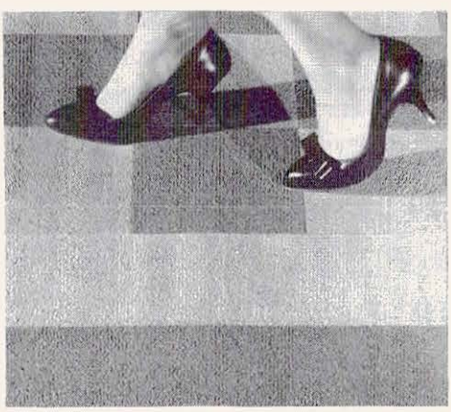
Concrete Houses

Precast in one solid piece, reinforced concrete relay houses protect valuable railway signal equipment completely from moisture and dust. This portable fire-proof structure not only serves as a relay house but as a shelter for watchmen and yard crews. Precast concrete battery boxes also give permanent protection against water and dust. These relay cases and concrete battery boxes were formerly made by Massey Concrete Products Co. *American-Marietta Co., Dept. RA, 101 E. Ontario St., Chicago 11.*



Recessed Convection Heaters

More heat production from a smaller unit is a major advantage claimed for a new series of recessed convection electric heaters. The units range from 500 to 3,000 watts, with an output of up to 10,246 Btu. Size per quantity of Btu produced is about 50 per cent less than the industry standard, according to the manufacturer. Temperature is automatically controlled through the use of a built-in thermostat with pilot light. *Circle-Air Industries, Inc., Dept. RA, Brooklyn 16, N. Y*



Non-Skid Floor Covering

A resilient floor covering with a non-slip surface—said to combine the beauty and comfort of carpeting with the practicality and toughness of tile—is called Scotch-Tred. The material is flexible enough to be bent double. Wherever there is danger of slipping and falling—Scotch-Tred can be applied by stripping the protective backliner from the pressure-sensitive adhesive; and pressing it to a clean, dry surface. *Minnesota Mining and Manufacturing Co. Dept. RA, 900 Bush Street, St. Paul 6, Minn.*

MARKET OUTLOOK *at a glance*

Carloadings

Loadings of revenue freight for the week ended Nov. 22 were not available when this issue went to press.

Loadings of revenue freight for the week ended November 15 totaled 643,795 cars; the summary, compiled by the Car Service Division, AAR follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, November 15

District	1958	1957	1956
Eastern	94,799	99,256	121,817
Allegheny	115,146	126,048	147,859
Pocahontas	54,445	58,116	64,078
Southern	119,360	116,055	129,487
Northwestern	78,990	79,755	113,158
Central Western	129,781	121,422	130,389
Southwestern	51,274	46,645	57,110
Total Western Districts	260,045	247,822	300,657
Total All Roads	643,795	647,297	763,898
Commodities:			
Grain and grain products	61,274	50,064	52,611
Livestock	7,946	9,234	11,461
Coal	119,565	127,595	145,878
Coke	8,477	9,429	12,741
Forest Products	39,064	35,063	43,590
Ore	36,140	37,314	65,060
Merchandise l.c.l.	44,286	50,164	57,821
Miscellaneous	327,043	328,434	374,736
November 15	643,795	647,297	763,898
November 8	658,086	675,579	772,850
November 1	674,477	713,994	800,367
October 25	674,264	703,688	816,803
October 18	695,768	726,812	828,741
Cumulative total, 46 weeks	26,861,765	32,092,775	33,801,189

IN CANADA.—Carloadings for the seven-day period ended November 7 totaled 77,921 cars, compared with 123,974 cars for the previous ten-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
November 7, 1958	77,921	27,749
November 7, 1957	84,060	30,151
Cumulative Totals:		
November 7, 1958	3,256,922	1,204,048
November 7, 1957	2,511,554	1,408,277

New Equipment

FREIGHT-TRAIN CARS

► *Great Northern.*—Will build 500 new, all-steel box cars in 1959, and make heavy repairs to 1,000 cars. All work will be done in the road's St. Cloud, Minn., shops.

► *Louisville & Nashville.*—Ordered 3,000 70-ton hopper cars from Pullman-Standard at a cost of $28,000,000. Deliveries will begin in mid-January, are to be completed within six months. L&N President John E. Tilford says the road has spent $23,000,000 for freight cars this year in addition to the present order.

► *New York Central.*—Ordered an additional $5,000,000 worth of Flexi-Van equipment from Strick Trailers of Philadelphia, a division of Fruehauf Trailer Co. Included: 300 Flexi-Vans (50 fully mechanical refrigerator vans, 45 open top vans for crane loading, 30 double-size door vans, and 175 regular 36-ft vans), 100 special double-unit railroad flatcars and 150 highway wheel assemblies. The flatcars will cost approximately $2,000,000; the Flexi-Vans and wheel assemblies, $3,000,000. Deliveries will begin this month.

► *Pennsylvania.*—Has placed in service 28 flatcars built in the railroad's Altoona Shops. Six have a capacity of 280,000 lb; two of 400,000 lb; 20 of 90,000 lb.

► *U. S. Orders 20 Helium Cars.*—The Bureau of Mines has awarded a $1,959,000 contract to American Car & Foundry Division, ACF Industries, for 20 special railway tank cars to transport government-produced helium gas.

Purchases & Inventories

► *Eight Months' Purchases Down 42.3%.*—Purchases by domestic railroads of all types of materials in this year's first eight months were $691,443,000, or 42.3%, lower than in the comparable 1957 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

*PURCHASES**

	August 1958 (000)	*Eight Months 1958 (000)*	*Eight Months 1957 (000)*
Equipment**	$ 21,744	$106,441	$ 366,029
Rail	3,944	33,378	76,012
Crossties	3,043	28,724	51,584
Other Material	58,591	546,729	825,460
Total from Manufacturers	$ 87,322	$715,272	$1,319,085
Fuel	26,842	227,520	315,150
Grand Total	$114,164	$942,792	$1,634,235

* Subject to revision.
** Estimated value of orders.

INVENTORIES†*

	August 1, 1958 (000)	*August 1, 1957 (000)*
Rail	$ 61,490	$ 61,096
Crossties	90,174	97,490
Other Material	450,249	542,531
Scrap	24,658	21,821
Fuel	20,776	31,377
Total	$647,347	$754,315

* Subject to revision.
† All total inventory figures taken from ICC statement M-125 for month indicated.

NH Asks $1.9-Million in N.Y. Aid

President Alpert says New York City and two neighboring counties must meet half the line's commuter deficit or lose the service.

► **The Story at a Glance: New York City's railroad commuter problems continued to make news in the East last week. Latest developments:**

- **New Haven President George Alpert suggested a "50-50" approach to the nagging deficit problem: "public service payments" and tax relief equal to half the road's commuter loss.**
- **The Port of New York Authority (whose bridges and tunnels have helped siphon away much commuter traffic from the rails) brusquely rejected rising demands that it take over operation of deficit rail commuter facilities as well. A spokesman flatly said railroad commutation was on the way out, and that the Port Authority couldn't afford to be saddled with multi-million-dollar-a-year losses.**

Biggest news on the commuter front was the New Haven's announcement that it's willing, on an interim basis, to pick up half the tab for commuter losses—if affected communities pick up the other half.

Specifically, President Alpert asked New York City and Westchester (N.Y.) and Fairfield (Conn.) counties to meet half of the $3,800,000 deficit the road anticipates next year as a result of commuter operations in those areas.

In its main outlines, the New Haven proposal follows the pattern established earlier on Boston's Old Colony line (RA, Aug. 25, p. 7). There, the New Haven was granted a $900,000 subsidy to keep the line in operation for another year while the legislature sought a permanent solution.

The New York proposal, Mr. Alpert said, is "for the coming year, on an interim basis." Mr. Alpert set no specific time limit for achieving a permanent solution, but said, "If nobody produces any plan, then that's the end of commuter service, as far as I'm concerned.

"The railroad cannot continue to absorb the deficit, or even half the deficit, for any appreciable length of time. Any long-range program must make provision for the elimination of the deficit sustained in commuter service."

One possibility Mr. Alpert mentioned as offering hope for a solution is a federal mass transportation program similar to the $40 billion federal highway program. Such a program would match local efforts with federal aid for railroads.

"I don't see any difference," he asserted, "between government aid to one form of transportation and government aid to another."

In New Jersey, meanwhile, the state assembly resumed hearings on the transit district bill proposed after last winter's Metropolitan Rapid Transit Commission report (RA, Jan. 13, p. 13). Passed by both New York houses and signed by Governor Harriman, the bill has also been passed by the New Jersey senate. If the legislation is to take effect, the bill must also be passed by the New Jersey assembly and signed by Governor Meyner before Dec. 31.

Chief opposition to the transit district comes from two groups. One, including New York City's deputy administrator Maxwell Lehman, feels that any approach to the problem must include Connecticut as well as New York and New Jersey. The other group, made up largely of New Jersey communities that would pay most of the costs of deficit operations under the transit district plan, is worried by the $12,000,000 annual deficit mentioned in last winter's MRTC report as the cost of a proposed transit loop link to Manhattan subways.

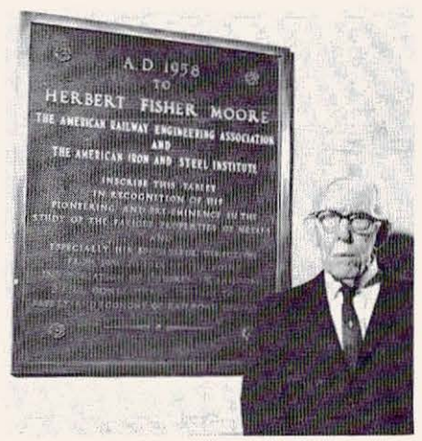
An alternative to the transit district proposal would be turning rail commuter lines over to the bi-state Port of New York Authority. But the Port Authority —which put up $800,000 to help finance the MRTC report—strongly opposes taking any responsibility for rail operation.

The idea of combining "responsibilities for rail rapid transit with responsibilities for other forms of transportation" is "unsound and impractical," Port Director Austin Tobin told the New Jersey hearing.

In a speech last week to the Westchester County Association (where he appeared along with Mr. Alpert), New York Central President Alfred E. Perlman disagreed.

"We on the Central," said Mr. Perlman, "know only too well what a magnificent job the Port Authority has done putting commuters who used to ride our West Shore trains and ferries on rubber. As the Holland Tunnel, the Lincoln Tunnel and the George Washington Bridge have been opened, they have drained away 90 per cent of the people who used the West Shore railroad and the ferries between Weehawken and Manhattan.

"They made our service obsolete, but the Authority refuses to operate the marginal traffic which has been left to us . . ."



Award for Rail Research

A permanent bronze tablet in honor of Prof. Herbert F. Moore, above, has been installed at the University of Illinois. The reason: a $692,666 research program conducted by Prof. Moore to eliminate the cause of transverse fissures in rails. The program has resulted, according to the AAR, in a $102-million saving through 1957, with an added $9 million a year still being saved.

Tolls Backed

(Continued from page 9)

committee's recommendation "for more realistic treatment of depreciation, to permit and encourage acquisition and maintenance of adequate rolling stock."

In another action related to car supply, the League voted to oppose special user or demurrage charges for heavy-duty flatcars. And it recorded "serious doubt of the wisdom or legal validity of . . . inclusion as a factor in determining . . . per diem charges, of the earning power or value of use of the vehicle lost to the owner when used or appropriated by others." This subject of incentive per diem charges is being continued on the League's docket "for further study and report."

In other actions of special railroad interest, the League voted:

- To continue its efforts to secure repeal of the transportation tax on passengers.
- To "vigorously oppose" enactment by Congress of bills which "are considered to be unsound and against the public interest." Such bills were defined, generally, as measures "having to do with operating conditions and practices of carriers, which if enacted would greatly increase operating expenses of railroads or other carriers, and thus affect the revenue needs of the carriers." Proposals to increase railroad retirement and unemployment benefits—and taxes—were specifically included in those which the League will oppose.

L. C. Moore
Jersey Central

Richard D. Frank
New Haven

People in the News

AKRON, CANTON & YOUNGSTOWN.—James A. Beech appointed traffic manager—sales and service, Akron, Ohio.

CANADIAN PACIFIC.—J. M. Bentham, assistant engineer of bridges, Montreal, appointed engineer of track and is replaced by **T. J. Boyle.**

R. R. Taylor appointed general manager, merchandise services, Montreal. Mr. Taylor has been manager of the merchandise study branch since April and was general superintendent of CP Express at Vancouver for six months prior to that.

J. O. Burgess named acting assistant superintendent, Montreal Terminals division, succeeding **R. S. Allison,** transferred.

CHESAPEAKE & OHIO.—L. P. Messmore appointed western passenger agent, Chicago.

Alan R. Cripe, director of design, C&O, Cleveland, resigned Dec. 1, to become director of product planning, John C. Virden Company of Cleveland, manufacturers of lighting equipment. Mr. Cripe also will be available for a limited amount of consulting in the fields of industrial design, transportation equipment, and architecture.

GULF, COLORADO & SANTA FE.—Jurisdiction of **J. G. Danneberg,** master mechanic, Southern division, extended to include the Gulf division.

JERSEY CENTRAL LINES.—L. C. Moore, chief circuit engineer, Jersey City, appointed signal engineer there, succeeding the late **James J. Coakley** (RA, Sept. 22, p. 38).

Joseph Lloyd, director of safety, Jersey City, named director of safety and security there. Mr. Lloyd assumes responsibility for the road's police activities with the retirement of **Stacey M. Leichliter,** superintendent of police.

LEHIGH & NEW ENGLAND.—J. M. Francis, assistant to president, Bethlehem, Pa., retired Nov. 15.

LOUISVILLE & NASHVILLE.—Elmer W. Simpson appointed traffic manager, Birmingham, Ala. **Henry B. Rothweiler,** general agent, St. Louis, retired Oct. 31. **William J. McDonald** appointed division freight agent, Louisville, Ky. **W. Raymond Wilson** named general agent, Savannah, Ga. **John M. Brock** appointed district freight agent, Lexington, Ky., and **Reese G. McGee** named freight traffic agent, Houston, Texas.

MISSOURI-KANSAS-TEXAS.—John M. Moody appointed industrial engineer, Denison, Tex., to succeed **John L. Tanner,** who retired Oct. 31.

MISSOURI PACIFIC.—Vernon A. Gordon, general manager, Palestine, Tex., appointed vice president, Houston, to succeed **F. E. Bates,** who retired Nov. 20.

NEW HAVEN.—Richard D. Frank, executive assistant to president, appointed director of organization and planning, New Haven.

H. M. Silverstein, superintendent station and freight loss and damage prevention at New Haven, appointed manager—specialized operations. **N. A. Walsh,** assistant superintendent station and freight loss and damage prevention, named assistant manager—specialized operations. **J. J. Mack** appointed supervisor—trailer on flat car operations, New Haven.

Charles E. Ragland, vice president-traffic, **Monon,** appointed assistant vice president-traffic, **New Haven,** effective Jan. 1, 1959.

NEW YORK CENTRAL.—L. S. Bottinelli, assistant chief signal engineer, appointed chief signal engineer, Cleveland, succeeding **Harrison A. Scott,** who has been named president of the **Railroad Accessories Corporation,** New York (RA Nov. 3, p. 42). **John W. Curran** promoted to assistant chief signal engineer, Cleveland. **Harvey Alexander,** office engineer, Syracuse, N. Y., promoted to system chief signal inspector, Cleveland.

NORFOLK SOUTHERN.—Marvin E. Biggs appointed general agent, traffic-transportation, Plymouth, N. C.

NORFOLK & WESTERN.—Chicago offices have moved to Rooms 660-664, Marquette Building, 140 South Dearborn Street, from 208 South La Salle Street Building.

PENNSYLVANIA.—W. A. Kautz, Jr., Project engineer, Baltimore, appointed assistant engineer. **William Baxter,** engineer-in-charge, Powhatan, Ohio, named assistant engineer, Trenton, N. J., succeeding **N. M. Abel,** resigned. **M. B. Miller,** district engineer, Pittsburgh, appointed regional engineer, Cincinnati, succeeding **Harold P. Morgan** (RA, Nov. 24, p. 68). **E. Wollett, Jr.,** district engineer, Camden, N. J., transferred to Cleveland, succeeding **E. M. Hodges,** transferred to Pittsburgh.

K. M. Lockerby, engineer, communications and signals, Baltimore, Md., transferred to Pittsburgh, Pa., succeeding **A. M. Crawford,** retired. **O. M. Wiland,** engineer, communications and signals, New York, transferred in same capacity to office of chief engineer, Philadelphia, succeeding **C. M. Wallace,** retired.

ROCK ISLAND.—Guy E. Mallery, director of personnel and labor relations, Chicago, elected vice president-personnel.

SACRAMENTO NORTHERN.—Jack E. Kenady appointed trainmaster, Yuba City, Cal., to replace **Roger Verhaege,** transferred to Western Pacific.

SANTA FE.—John L. Fertig appointed master mechanic, Pecos division, Clovis, N. M., to replace the late **W. C. Ellison.**

SEABOARD.—C. G. Galfas, commercial agent, Atlanta, named general agent, Houston, Tex., succeeding **E. L. Hobbs,** whose promotion to district freight agent, Raleigh, was noted in RA, Nov. 3, p. 42.

C. E. Bell, vice president—public relations, Richmond, Va., retired Dec. 1.

Supply Trade

W. Hunter Russell has been appointed vice president of the **Uni-Pak Corporation** and the **Superior Diesel Filter Company,** with headquarters at Chicago.

Andrew M. Mitchell has been appointed director of engineering and manufacturing of the **Youngstown Steel Car Corporation.** Mr. Mitchell was formerly superintendent of Taylor Forge & Pipe Company, Gary, Ind.

The following have been named distributors of new 4-D wrought iron pipe for **A. M. Byers Company,** Pittsburgh: **Ohio Pipe & Supply Company,** 14615 Lorraine Avenue, Cleveland, Ohio: **Springer and Schmalz Supply, Inc.,** Utica, N.Y. and **Traverse City Iron Works,** Traverse City, Mich.

Dr. Howard L. Gerhart, research director, has been appointed director of research and development for the Paint and Brush Division of the **Pittsburgh Plate Glass Company.**

John R. Howland has been appointed sales manager—closed circuit television and product control equipment, Government and Industrial Division, **Philco Corporation.** Mr. Howland was formerly general sales manager, Dage Television, Thompson Products, Inc.

Ralph M. McLean, Jr., appointed sales representative to the railroads in the St. Louis area for the **United States Railway Equipment Company,** Chicago.

Cris Dobbins, president of the Ideal Cement Co., Denver, Colo., has been elected chairman of the board of directors of the **Portland Cement Association. Hugh D. Barnes,** manager, Western regional office, has been appointed to the new position of supervisor of field promotion at Chicago. **John M. McNerney,** direct engineer, Los Angeles, succeeds Mr. Barnes.

The General Logistics Division of **Aeroquip Corporation** recently moved from its former location in Pasadena, Cal., to a new office and factory building at 2929 Floyd Street, Burbank, Cal.

Robert J. Kurtz has been appointed a field service engineer for **A. M. Byers Company,** Pittsburgh division office.

Ray M. Shaver, manager of freight car engineering, **Pullman-Standard Car Manufacturing Company,** has been appointed assistant vice president in charge of freight car engineering, Michigan City, Ind. **Wilfred Fall,** manager of all passenger car engineering, has been appointed assistant vice president in charge of all railroad passenger car engineering, with headquarters remaining at Worcester, Mass.

William H. Mahler has been appointed supervisor, Transportation Market, New York Sales division, **Gulf Oil Corporation.** Mr. Mahler was formerly marine sales representative, Philadelphia sales division.

Henry A. Correa has been elected vice president of marketing for **ACF Industries, Inc.** Mr. Correa was formerly vice president of ACF foreign operations and will continue to supervise that activity.

Gilbert H. Van Schaik, sales engineer, **Whiting Corporation,** Chicago office, named manager, Chicago district office, succeeding **Robert S. Hammond,** who retired Oct. 31. **Harrison Taylor,** assistant district manager, New York district office, named manager, St. Louis district office, succeeding **Frank P. Walsh,** retired.

OBITUARY

Roy E. Hull, 63, retired assistant general passenger agent, **Pullman Company,** died Nov. 18.

James P. Tocher, 85, retired general freight manager, **Southern,** died Nov. 19.

Henry S. Mitchell, president, **Duluth, South Shore & Atlantic,** Minneapolis, Minn., died Nov. 22.

Andrew J. Burns, 85, president and manager of the **National Railway Publication Company,** New York, publisher of the **Official Guide of the Railways,** died Nov. 13 at his home in Forest Hills, N.Y.

David P. Fitzsimmons, 60, assistant manager, research, **Union Switch & Signal**—Division of **Westinghouse Air Brake Company,** died Nov. 9.

Joseph H. Young, 94, who retired in Dec. 1951 as assistant to president of **Westinghouse Air Brake Company,** died Nov. 15 in Passavant Hospital, Chicago.

Harris Chides ICC on Rate Rule

The chairman of the House Committee on Interstate and Foreign Commerce, Rep. Harris of Arkansas, has chided ICC members who said in speeches that rate-freedom provisions of the Transportation Act of 1958 made no substantial change in the Commission's power to deal with competitive rate proposals.

The chiding came at public hearings where the committee's legislative oversight subcommittee (also headed by Mr. Harris) wound up the ICC phase of its inquiry into activities of regulatory agencies. Several ICC decisions in competitive rate cases were discussed in the subcommittee's undertaking to determine what standards guide the Commission.

The subcommittee also went into the case wherein the Commission has just denied the St. Louis-San Francisco's application for authority to maintain control of the Central of Georgia (RA, Nov. 24, p. 74). There it was brought out that a Frisco financing application in 1955 revealed that more than $7,000,000 had then been invested in C. of Ga. stock; but the examiner who handled the application did not call the Commission's attention to the revelation.

Because the 1958 act's rate-freedom provisions have yet to be tested in formal Commission proceedings or court cases, Chairman Harris questions the propriety of "interpreting" them in speeches by individual commissioners.

Commissioner Hutchinson identified himself as one of the commissioners to whom the chairman was referring. He made an Aug. 16 speech at Houston, Tex., saying he was not sure that the new rule "represents any considerable change in the Commission's powers or requires substantial revision of the Commission's interpretations of its powers." The commissioner continued:

"What I intended to say . . . was that the action of Congress had prevented the Commission from doing that which the Commission has historically taken the position it did not do anyway . . . I was careful, I thought, to say that it will not be presumed that the Congress acted in vain . . ."

Chairman Harris' comment included this statement:

"If the Congress had been persuaded by the Commission's position that it already does what the Transportation Act of 1958 admonishes it to do . . . there obviously would have been no need for a change in the law."

The competitive-rate decisions which went into the record involved cases wherein the Commission had made seemingly different determinations as to cost evidence, rate comparisons and other factors. Chairman Freas did not think the cited decisions were consistent when the differing circumstances of the cases are considered. He did concede, however, that he would have written one of the reports differently if the writing had been his assignment.

The Frisco case was discussed by Director V. V. Baker of the Commission's Bureau of Finance. Questions by the subcommittee counsel, R. W. Lishman, indicated his interest in the relationship of Frisco's 1955 financing application to its acquisition of C. of Ga. stock. The Commission approved the application, which authorized Frisco to issue $19,500,000 of bonds to reimburse its treasury for capital expenditures. Evidence offered by Mr. Lishman included an excerpt from a report by the Commission's Division 4 in the control case. It said Frisco's purchases of C. of Ga. stock were financed in large measure from proceeds of the bond issue. Mr. Baker pointed out that the Commission's approval of the bond issue imposed no condition as to the use of the proceeds after they had been brought into Frisco's treasury.

As to the failure to advise the Commission of the revelation, in the bond-issue application, that Frisco had then invested $7,000,000 in C. of Ga. stock, Mr. Baker suggested that the significance of the item evidently escaped the examiner who processed the application. The examiner's report, which became the Commission's favorable report, was cleared by Mr. Baker, but he said it was not his practice to review the entire record in such cases. Thus the $7,000,000 item did not come to his attention, he said.

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This Month

Highlights from other railway publications of Simmons-Boardman for December

SPECIAL COMBINATIONS of single-track and two-track replace double-track on the Southern between Atlanta, Ga., and Greenville, S.C. On this 150 miles of road, 62 miles of main track were removed and 18 miles of side tracks were taken up. The remaining two-track sections of mainline are signaled for either direction running on each track. Where these sections are over five miles long, double crossovers are at the midpoint providing a flexible operation.

—Railway Signaling & Communications

•

HIGH AVAILABILITY for locomotives, low bad order ratios for cars, and control of costs in every phase of its operations are revealed in a series of special reports on the various segments of the Burlington mechanical department's operations.

—Railway Locomotives & Cars

•

PURCHASING AGENTS look to the future and predict what lies ahead for railroad buying for 1959 and the rest of 1958. Industry Outlook Conference produces interesting comment on standardization, leasing of equipment, and loan provisions of the Transportation Act.

—Railway Purchases & Stores

•

RUBBER-TIRED HOIST equipped with flanged wheels is producing important savings in bridge work on the Rock Island. Especially designed for handling stringers and caps in renewal work it has a variety of attachments that add to its versatility.

—Railway Track & Structures

•

SAVINGS OF 20 MINUTES for each of 240 daily trains are being realized from a new remote controlled interlocking on the Belt of Chicago. This new plant handles trains of eight other railroads and features call-on aspects for closing up trains, and interlocking of home signal controls with highway crossing protection equipment. So as not to tie up vehicular traffic on busy Columbus avenue on Chicago's southwest side, dwarf signals adjacent to the crossing will not clear for a train move until the crossing gates are down.

—Railway Signaling & Communications

•

PRESTRESSED CONCRETE, although relatively new, is gaining acceptance in the design of railroad bridges. Six different structures built of this material, all showing variations in design, are described.

—Railway Track & Structures

•

DURING BRIDGE INSPECTIONS by the bridge and building supervisor, should he be accompanied by the track supervisor? Wide differences of opinion are revealed in answers to this question by five maintenance of way officers.

—Railway Track & Structures

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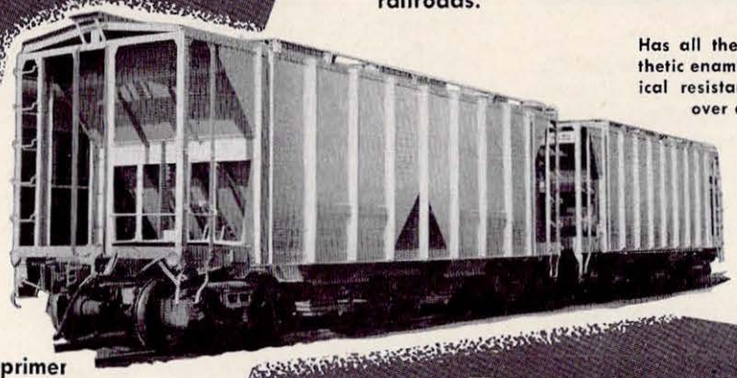

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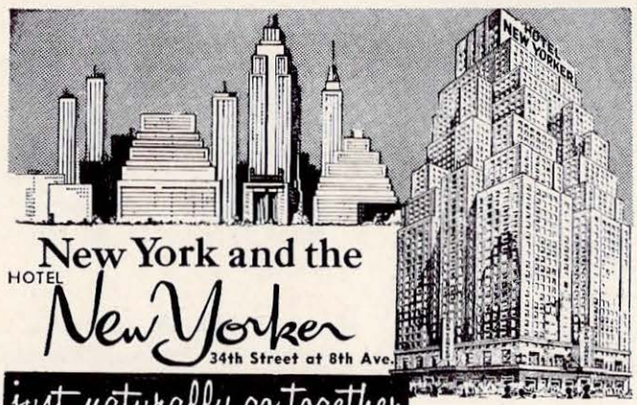

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You Ought To Know...

C&O isn't talking merger with anybody, says Chairman Cyrus Eaton. Recent merger speculation had linked C&O and Nickel Plate. Mr. Eaton made the comment following a Detroit speech in which he called for a "warmer understanding between capital and labor, and meetings, at least once a month, between top management and labor leaders" in all major industries.

A joint U. S.-Canadian body to study common transportation problems was proposed in Toronto last week by ICC Commissioner Laurence K. Walrath. Such an "unofficial" group, he said, could study "apparent conflicts of requirements" in the transportation regulations of the two countries and make recommendations for uniform practices. He emphasized the suggestion was his own, and at the present time has no official sanction in the U. S.

A new $1,500,000 terminal near Barnet, B. C., designed to speed the export of Canadian mining products, is scheduled for completion in mid-1959. The total expenditure includes the cost of a railroad classification yard, conveying and unloading equipment and docks. The terminal, first of its kind in the Vancouver area, is to be built on property belonging to the Canadian Pacific and the National Harbours Board.

Dedication ceremonies have capped a three-year development program that is carving a new industrial empire out of the southwest corner of Virginia. The Norfolk & Western, Clinchfield Coal Co. and Appalachian Power Co. have invested over $110,000,000 to create the development. Eventual investment: over $150,000,000. N&W President Stuart T. Saunders noted in a speech that total Clinchfield coal output will require the use of 350-500 railroad cars a day. To meet the challenge, N&W has invested $13,500,000 for new facilities and plans to spend $40,000,000 for new equipment, he said.

The piggyback "revolution" will be the top topic at a transportation seminar Dec. 6 at New York University. Scheduled speakers: Deodat Clejan, manager of the Piggy-Back Division of General American Transportation Corp.; E. J. McCabe, eastern sales manager of the Pan American Steamship Co.; Theodore R. Bartels, president of Republic Carloading and Distributing Co. (a Plan III piggybacker); and Charles H. Newell, NYU lecturer on transportation.

A short-lived strike was staged Nov. 23 by Elgin, Joliet & Eastern trainmen who defied a federal court order and instructions from their own union leaders. The court order enjoining the strike was signed Nov. 22, but the trainmen walked off their jobs early the next day. Union officers prevailed on the strikers to end picketing, except at Gary, Ind., where pickets caused a partial shutdown of U.S. Steel's Gary works. Picketing at the mill ended late on Nov. 23.

Discontinuance of nine of its 11 branch lines in North Dakota is sought by the Northern Pacific in a petition before the ICC. NP says its loss on continued operation of the runs would be more than $250,000 a year. Action is the first taken by the NP under the 1958 Transportation Act, which permits the ICC to override state commissions on train-off petitions.

L&N was hard hit by a spectacular fire that destroyed the principal waterfront facilities of Pensacola, Fla. Loss at the L&N pier was put at $456,000, plus about $500,000 worth of ship cargo destroyed in the road's warehouses. Six freight cars and a loading crane were destroyed.

C&O will recall 73 employees at its Raceland, Ky., car shops effective Dec. 1. The increased force will fabricate parts for the 1,000 hopper cars scheduled for heavy repairs beginning Feb. 1.

An expected business pickup in 1959 won't solve the railroads' problems, AAR President Daniel P. Loomis told the association's member road meeting in New York. He cited four areas where action is still needed on the government policy level: (1) diversification; (2) tax relief; (3) faster depreciation of plant and equipment; and (4) imposition of adequate user charges on railroad competitors who use publicly-provided facilities.

College scholarship programs for sons of employees will be continued in 1959 by the Great Northern. A minimum of three four-year awards (basic grant $750 per year) will be made. Scholarship students will also be offered summer work with the railway.

An address by Sen. George A. Smathers will highlight a National Transportation Institute to be staged in Chicago in January. The program will coincide with the annual meeting of the Transportation Association of America, institute sponsor. Downing B. Jenks, president of the Rock Island, will represent the railroad industry on an institute panel featuring rail-air-highway-pipeline and inland waterways speakers.

Eight railroads and PFE are challenging the utilities assessment ratio in Multnomah County, Ore. They're seeking tax refunds totaling $130,662 on grounds that operating properties were assessed at 117 per cent of true cash value (compared to the 100 per cent yardstick applied to other real property). Each of the nine companies paid its tax under protest after filing the petitions.

Sale and leaseback of the McKinley Bridge by the Illinois Terminal Railroad to the city of Venice, Ill., has been completed. The city paid $22,970,000 for the bridge, leased back use of its railroad facilities to the eleven carriers owning the terminal company for an annual rent of $250,000.

Recall of 300-400 employees is anticipated by Pullman-Standard early next year as a result of Chicago & North Western's order for 36 double-deck suburban cars (RA, Nov. 24, p. 71).

A more active interest in politics is recommended for businessmen by PRR Vice President M. S. Smith. "They should go directly to the leaders of government and lay the facts before them," he says. Mr. Smith recently deplored the fact that industrialists have traditionally "shied away from this right and duty to stand up and be publicly counted." But, he said, "I think more and more we are coming to see that this kind of neutrality avoids rather than performs our duty to our business and, therefore, to the people it serves and supports."

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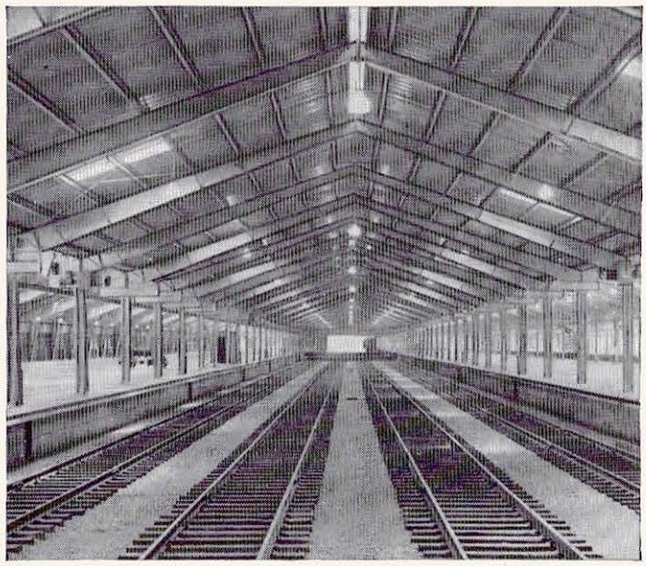

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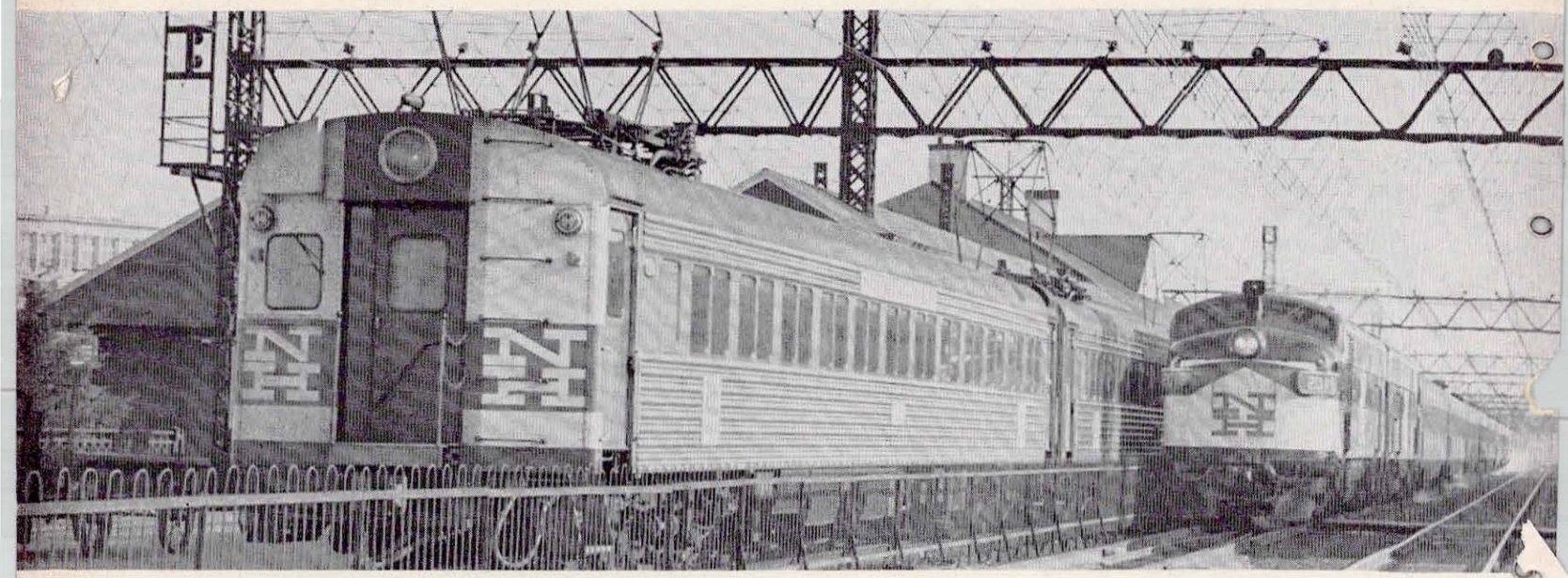


Nobody's subsidizing the railroad. The fact is . . .

The railroad is subsidizing the passengers

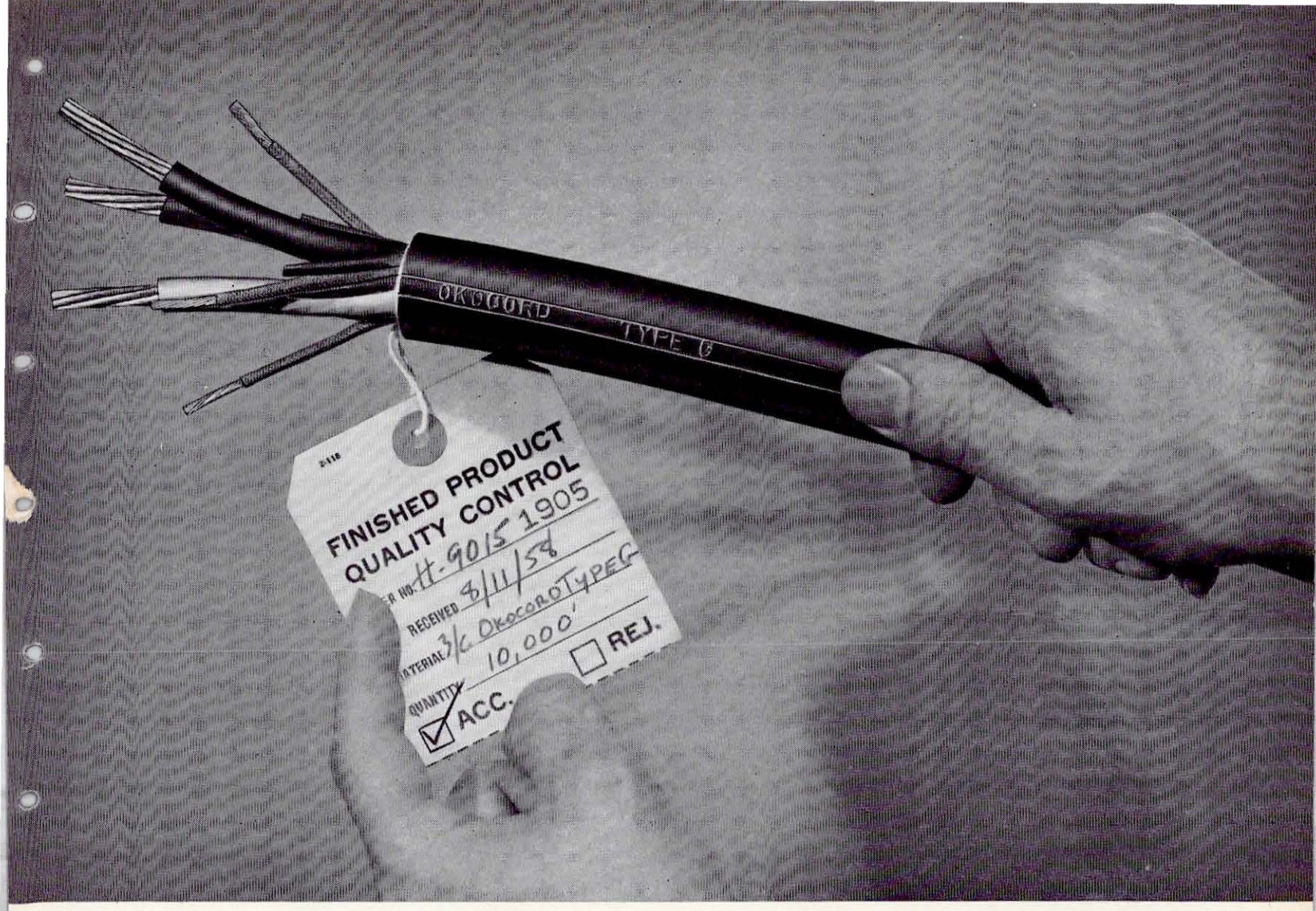
The New Haven Railroad for the past several months has been operating commuter service on part of its Old Colony line out of Boston—with the assistance of a grant of $900,000 from the state.

This grant has been popularly interpreted as a "subsidy" to the railroad. It is nothing of the kind. This $900,000 will meet only about one-half the deficit that the operation will incur in a year. There will be an additional loss of another estimated $900,000, borne by the railroad.

It is the commuter service—not the railroad—that is being subsidized. Half of the subsidy is being borne by government and the other half by the railroad. The money the railroad gets is an indemnity, paid to cover some of the loss it sustains in providing a necessary public service.

A subsidy is quite different from an indemnity. A farmer gets a guaranteed minimum price for his wheat—and the cost to government of maintaining the support price is a subsidy. The farmer is not required to raise wheat. But it's quite different if government expropriates a piece of his land—the farmer then has no choice. The payment he then gets is an indemnity —wholly different from the subsidy for wheat.

Railroads oppose subsidies for other forms of transportation, and—with unusual consistency—most of them also oppose subsidies for themselves. But commuter service is, everywhere, being subsidized now—not by government, but by the railroads. If there are going to be subsidies, they should be paid for by government and not by private business.



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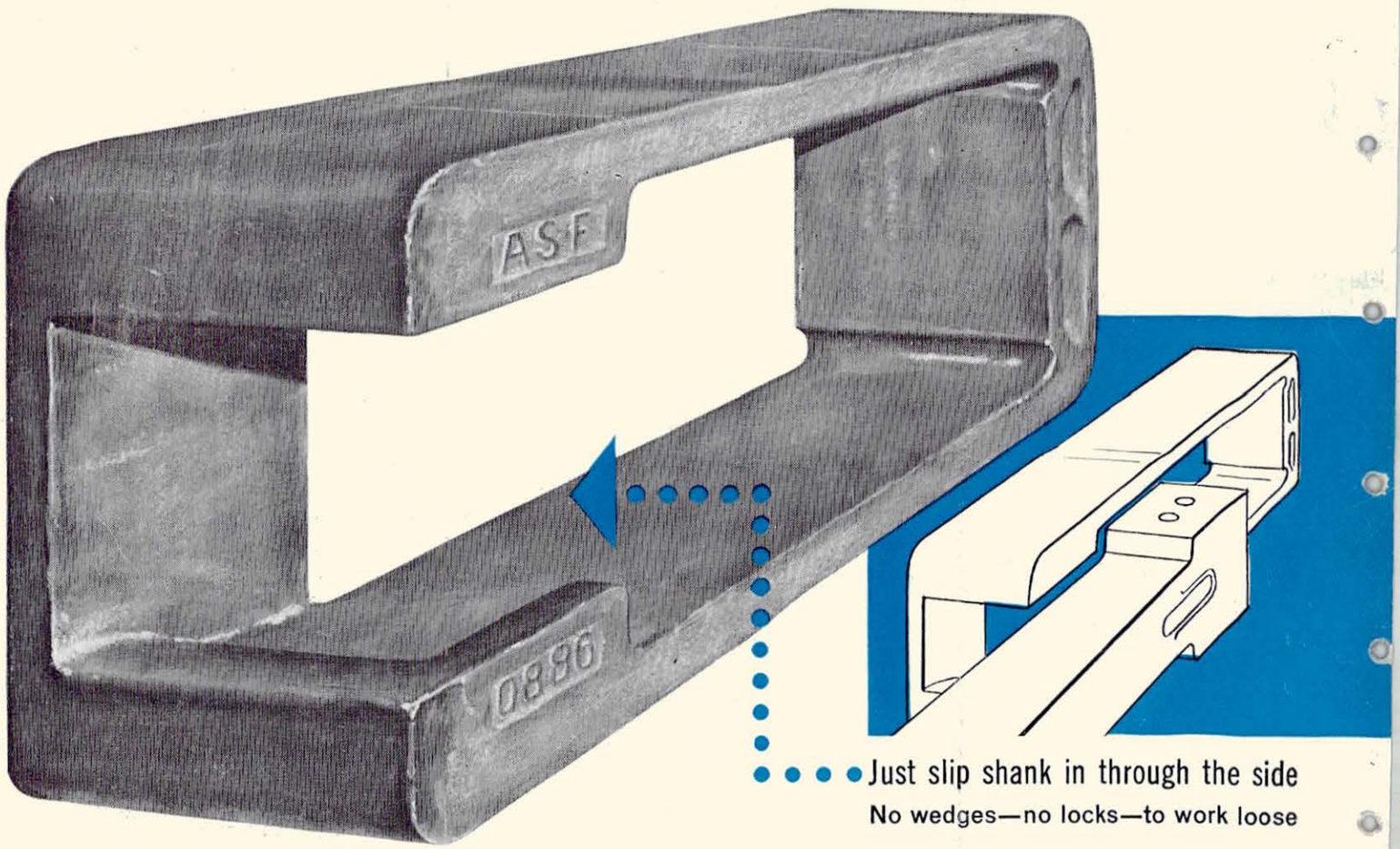

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